



SHOW INTEREST—Air Force Reserve assistant coordinators check over the educational opportunities offered in Civil Air Patrol on a visit to CAP's National Headquarters recently with a briefing by John V. Sorenson (top left), CAP Aerospace Education and Training deputy chief of staff. Among a group of 22, they (left to right) are Lt. Cols. George Davidson of Louisville, Ky., Marty Kiel, Dayton, Ohio and (seated) Col. Jack Jenefsky, also from Dayton and Lt. Col. Carl Siemel of Detroit, Mich. The Reservists participate in Civil Air Patrol by teaching cadets aerospace education, serve special active duty tours as staff officers and act as advisors at both cadet and senior activities. (Photo by MSgt. Bill Bond)

NEC Studies Varied Agenda

ALLENTOWN, Pa.—Two new wing commanders and seven interim wing commanders were appointed, a decision was made to make Civil Air Patrol historical documents available to the Gill Robb Wilson Aeronautical Science Center and reports were given on two new membership categories at the National Executive Committee conference here, Mar. 21.

Brig. Gen. F. Ward Reilly, CAP's national board chairman, presided over the conference at the Holiday Inn East.

At the outset of the meeting, General Reilly asked the committee to observe a moment of silence and to adopt a resolution honoring the memory

of the late Charles W. Webb, who served as Deputy Chief of Staff/Aerospace Education and Training, CAP's National Headquarters from April 1960 to March 11, 1970.

The committee acknowledged the request of homage to Mr. Webb.

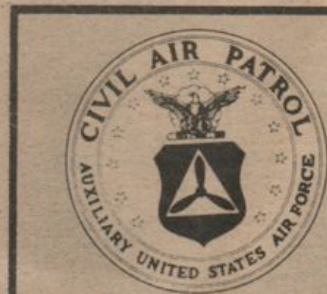
Donald R. DeFoe and Edgar M. Bailey were promoted to colonel and named commanders of the New Hampshire and Rhode Island wings respectively.

Selected as interim wing commanders were Lt. Cols. Richard T. Davis, Maine; Richard R. Dooley, Kentucky; Harry M. Harkins, Georgia; Thomas C. Jackson, Utah; Eugene A. Kerwin, Hawaii.

Gerald M. Quilling, Minnesota; and Angelo A. Milano, Pennsylvania.

The committee approved the presentation of Civil Air Patrol historical documents to the Gill Robb Wilson Aeronautical Science Center, Embry-Riddle Aeronautical Institute at Daytona, Fla. These documents are to be developed to memorialize the famed aviator and founder of Civil Air Patrol and presented to the center by the chairman and

heard a policy chief, Fred (page 2)



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NEWS

VOL. 2, NO. 4

MAXWELL AFB, ALA.

APRIL, 1970

Communicators Eclipse CAP Com-70 Exercise

MAXWELL AFB, Ala.—While millions of Americans were busy Mar. 7 watching the last total

eclipse of the sun which will be visible in this country in this century, thousands of Civil Air Patrol volunteers were busy in another way.

Some 10,000 CAP communicators were engaged in a nationwide test, manning a nationwide network of radio communications stations, checking their ability to respond to a simulated emergency.

The exercise, CAP Comm 70, was directed from National Headquarters of CAP at Maxwell AFB, Ala., which sent a host of simulated emergency messages across the network of more than 18,000 stations reaching from Maine to Hawaii and from Alaska to Puerto Rico.

The annual one-day test of its communications facilities provides CAP with a tool to locate bottlenecks in the system and to measure the efficiency with which it can be operated. The net is intended for use in case of enemy attack or other national disaster.

Civil Air Patrol radio stations are widely used during air search and rescue operations and other local emergencies.



TRIGGER CAP COMM-70—Communications personnel at the CAP's National Headquarters at Maxwell AFB, Ala., dispatch radio messages to CAP regions to start CAP-COMM-70, a nationwide test of Civil Air Patrol's radio communications network. Engaged in the operation (from left) are TSgt. Ralph Biggers, Fred E. Rosnagel, chief of communications operations, CAP-USAF and MSgt. C. R. Davis Jr. (United States Air Force Photo by MSgt. Bill Bond)

Nearly All Dates For Cadet Courses Now Confirmed

MAXWELL AFB, Ala.—The dates and the number of cadets scheduled to attend have been confirmed for all but one of the courses in the 1970 Cadet Special Activities, officials here announced recently.

Sixty cadets have been tagged to attend five of the seven remaining courses which include the Federal Aviation Administration's Cadet Orientation Program, July 6-10, at the FAA Academy, Okla.; the Jet Orientation Program, July 6-10, at Perrin AFB, Texas;

Nurse Orientation Course, July 13-17, at Perrin AFB, Texas; the Space Flight Orientation Course, Aug. 17-21, at Redstone Arsenal, Ala. and the Manned Space Orientation Course, Aug. 17-22, at Ellington AFB, Texas.

Seven of the 80 cadets are slated to attend the Aerospace Career Exploratory Seminar, June 14-July 4, at Hamilton AFB, California, for members of the Pacific and Rocky Mountain Regions. Cadets from the other six regions are slated to attend the course at Governor's Island, N.Y. No date has been confirmed for the latter site thus far.

The date and the number of cadets to attend the Aerospace Age Orientation Course also has not been confirmed, officials disclosed.

Three in CAP Win Freedom Medals

BOYERTOWN, Pa.—George Washington Honor Medals were awarded to two members of the Pennsylvania Wing, "The Question Mark," unit publication, while an exemplary medal went to the chairman of CAP's Business and General Membership Committee.

The awards for contributions to patriotism and the American way of life were presented by the Freedoms Foundation at Valley Forge, Pa., to honor the

238th anniversary of George Washington's birthday.

Receiving the honor medals were Lt. Col. Elizabeth Magners, editor of the "Question Mark" and a veteran of 26 years service in Civil Air Patrol and SM B. Franklin Reber Jr. of Reading Squadron 303, a private pilot and Reading Eagle photographer.

Zenon C. R. Hansen, Mack Trucks Incorporated board chairman and president, who

was recently appointed CAP's Business and General Membership Committee chairman, received an exemplary medal for free enterprise while the company he heads earned a George Washington Medal in the advertising category of the competition.

Dr. Kenneth D. Wells, Freedoms Foundation president, announced the winners recently at ceremonies at Valley Forge Military Academy at Wayne, Pa.

Delaware Tops Commander's Evaluation

MAXWELL AFB, Ala.—The Delaware Wing, commanded by Col. Louisa Morse, has been named the top wing of 1969 in statistics contained in the National Commander's Evaluation of the 52 wings.

The top honor was Delaware's third in the nine years since the evaluation began. The wing has finished second four other times.

Illinois placed second, Alabama third, North Dakota fourth and Alaska fifth.

Delaware was cited for its record in cadet and senior member retention and Illinois earned praise for having the best aircraft utilization rate, 27 hours an aircraft monthly or three hours over the national record (Continued on Page 2)



Mr. Charles W. Webb, Deputy Chief of Staff for Aerospace Education and Training, CAP's National Headquarters, from Oct. 2, 1960 to Mar. 11, 1970, died of heart attack, Mar. 11, at a hospital in Prattville, Ala. A scholarship named "The Charles Webb Memorial Scholarship" has been named after the famed educator. (See related story on page 2)

CAP Deciding Emergency Test Role

MAXWELL AFB, Ala.—If preliminary plans now under study can be worked out, Civil Air Patrol will participate with other state and federal agencies in a nationwide, weekend operational exercise in late 1971 which would test its Civil Defense capabilities from one end of the country to the other.

The CAP role in the exercise might involve flying "emergency" airlift of personnel, equipment and supplies; flying reconnaissance and radiological monitoring

missions; and a nationwide "emergency" communications network.

The proposed exercise would be held in cooperation with the Office of Civil Defense (OCD) and the Federal Aviation Administration (FAA). A series of conferences involving representatives of these agencies and staff members of CAP's National Headquarters have already been held to study plans for the proposed exercise.

FAA and OCD have both recognized the need for a highly

trained and organized staff to utilize effectively the capability of general aviation during a national emergency. The proposed exercise would provide this training.

OCD and FAA are in the process of studying current operating agreements with Civil Air Patrol preliminary to further planning for the exercise and are distributing material to their Regional and local offices to better acquaint their staffs with CAP and its capabilities.

Preliminary steps leading to

the proposed operational exercise would include host conferences at each OCD Regional Center in which the Office of Civil Defense, FAA, the Office of Emergency Planning, Civil Air Patrol, and state Civil Defense and aviation officials would meet to work out operational details.

A second step would be a one-day Command Post Exercise, a "paper" exercise, in February 1971, to acquaint Civil Defense, CAP, and State and Regional Defense Airlift

(SARDA) staffs with exercise problems and to work out local operating procedures.

The full-scale exercise would follow in September or October 1971, with FAA, OCD and CAP participating. SARDA participation would also be a possibility.

If the exercise is carried out as proposed, a similar exercise would probably be held once each year thereafter.

The last operational exercise held nationwide involving CAP was a SARDA exercise in 1964.

CAP's Chief Educator Dies Of Heart Attack

MAXWELL AFB, Ala.—Charles W. Webb, 56, an official at National Headquarters of Civil Air Patrol here, died Mar. 11 at a hospital in nearby Prattville, Ala. His home was located in that city.

A Civil Service employee of the U.S. Air Force, he was Deputy Chief of Staff for Aerospace Education and Training at Headquarters, CAP-USAF, the liaison organization which operates CAP National Headquarters. He had been assigned to Civil Air Patrol for approximately 16 years in his capacity as a professional educator.

A native of Maine, he was graduated from Norridgewock High School and Farmington State Teachers College in that state. Before World War II, he was an elementary-junior high school principal and coach.

During the war, Webb served with the U.S. Army and, upon his discharge, enrolled at the University of Maine where he earned the B.S. and master's degree in school administration. He returned to service with the schools of the State of Maine in an administrative capacity after completing work for his advanced degree.

During the post-war years, he became interested in Civil Air Patrol at the local level and established the first CAP coordinated high school course in the State of Maine at Skowhegan high school. The first class of 24 provided nine recruits for the U.S. Air Force and one cadet for the Air Force Academy.

After entering the government service, he served for two years in the Great Lakes Region of Civil Air Patrol as an educator, being moved in 1956 to National Headquarters, then located at Bolling AFB, D.C.

He was appointed Deputy Chief of Staff for Aviation Training (now called Aerospace Education and Training) when CAP's National Headquarters was moved to Ellington AFB, Tex., in 1960.

Webb soloed his first airplane in 1957 at Oxford, Ohio. He had been vitally interested in aviation and aerospace education since that time, continuing his own studies in these subjects at the University of Colorado, Miami University, and the American University. He was prime mover in development of Civil Air Patrol's present comprehensive program of aerospace education and youth training.

He also helped promote aviation and aerospace education studies as a regular program in high schools across the nation, helping establish teacher training in these subjects, promoting education seminars to develop these studies.

In 1965, he received the Air Force Award for Meritorious Civilian Service.

A member of numerous social, fraternal, and professional education organizations, he was married to the former Elinor R. Richards of Portland, Maine. They had four children.

Burial was in Farmington, Maine.



CONDUCTS PRAYER SERVICE—Capt. William M. Sharp (left), Kansas City Composite Squadron I chaplain, talks with Speaker of the House Hon. John W. McCormick; Missouri Congressman William J. Randall and House Chaplain Dr. Edward G. Latch after conducting the opening prayer to the House of Representatives at the second session of the

91st Congress in Washington, D.C. in February. Two days later, he attended the Presidential breakfast at the White House. The pastor of the Englewood Assembly of God Church, Reverend Sharp is a U.S. Marine Corps veteran who served as a presidential aide from 1950-51 to former President Harry Truman.

NEC Studies Varied Agenda At Spring Meeting in Allentown

(continued from page 1)

staff, personnel at CAP-USAF which dealt with cost increase in IBM monthly charges.

Other items under consideration by the NEC included a national advertising drive to attract general aviation members; changing the industrial affiliates committee name to the businessman's affiliates committee on the request of Zenon C. R. Hansen, the Emergency Services Activity Report dealing with FAA/SARDA, OCD, OEP and ARC coordination; national communications committee report and the sale of T-34 aircraft.

The committee approved \$300 for the purchase of a non-flying historical aircraft for display in the proposed Civil Air Patrol Historical Section of the Air Force Museum.

Another change in the agenda was considered when the committee reviewed the SAR Effectiveness Testing of its wings and suggested that some procedure along Tactical Air Command's "no notice" operational readiness inspection be considered as a new test procedure.

The committee also approved changing the date of the third quarter NEC meeting from Aug. 15 to Aug. 7-8 and the site of the Southeast Region Conference from Savannah, Ga. to Palm Beach, Fla.

Attending the conference were Brig. Gen. Richard N. Ellis, CAP's national commander; Col. Samuel H. duPont, vice-chairman of the national board; Brig. Gen. Lyle W. Castle, national legal officer; Col. Paul W. Turner, national finance officer; Edwin Lyons, Northeast Region commander; William M. Patterson, Middle East Region commander;

Robert H. Herweh, Great Lakes Region commander; Theodore H. Limmer, Southeast Region commander; William H. Ramsey, North Central Region commander; Claude L. Chambers, Southwest Region commander; Donald E. Hale, Rocky Mountain Region commander; and Col. Wayne E. Smith, Pacific Region commander.

The 13 members of the corporation's executive body will meet next Aug. 7-8 at Anchorage, Alaska, site of the fall National Executive Committee meeting.

Delaware Wing Captures First In CAP Commander's Evaluation

(continued from page 1)

established by the same wing the previous year.

Alaska was commended for achieving the maximum credit in search and rescue operations last year. The wing won praise for saving three lives.

The Wyoming Wing, although rated 51st in the evaluation, was commended for attaining 100 per cent effectiveness in CAP communications while New York which placed thirteenth in the standings was cited for establishing a record of seven

Spatz award recipients during the year.

Colonel Morse was selected the Outstanding Wing Commander of 1969 in November by members of CAP's National Board which met here.

Citing members of the organization for their various skills and devotion to duty, Brig. Gen. Richard N. Ellis, national commander, said:

"Although I am generally pleased with Civil Air Patrol's accomplishments in 1969, I look forward to higher achievements in 1970."

CALENDER OF EVENTS

Event	Date	Place
SWR Laboratory on Ministry to Youth	Apr. 6-7	Dallas NAS, Tex.
NER Laboratory on Ministry to Youth	Apr. 6-7	Ft. Hamilton, N.Y.
GLR Laboratory on Ministry to Youth	Apr. 8-10	Grissom AFB, Ind.
SWR Conference	Apr. 18	James Connolly AFB, Texas
SER Laboratory on Ministry to Youth	May 4-5	Robbins AFB, Ga.
NCR Laboratory on Ministry to Youth	May 18-20	Offutt AFB, Neb.
NEC Meeting	June 26-27	Anchorage, Alaska

Arizona Has Active SAR Month

Californians Give Assist In Search To Spot Crashes

by Maj. Paul Dean

PHOENIX, Ariz.—February was a double search month for the Arizona Wing as planes and crews were called out to hunt for a missing civilian aircraft and an Air Force jet trainer.

Early in the month, as unseasonal rains and high winds buffeted the southwestern states, an alert was issued on a Mooney Executive 21 reported overdue on a flight between Queen Creek, Ariz., and Torrance, Calif.

The trail was three days cold as the pilot, 59-year-old Charles Brittin of California, had neglected to file a flight plan and had not been expected by relatives at his destination.

More than 30 aircraft from the Arizona Wing, working from Deer Valley Airport, Phoenix, under the command of Lt. Col. J. B. Gotcher, joined planes from the California Wing in the two state, two day search.

And the find was logged by a California CAP aircraft which spotted the wrecked, cream and red Mooney on a 5,500-foot peak in Banning Pass, near Cabezon, Calif. Pilot Brittin, who had departed Arizona in lowering, squally weather was found dead in the wreckage.

On February 27, the Arizona Wing was called out again, this time to look for a T37 jet trainer overdue on a local flight from

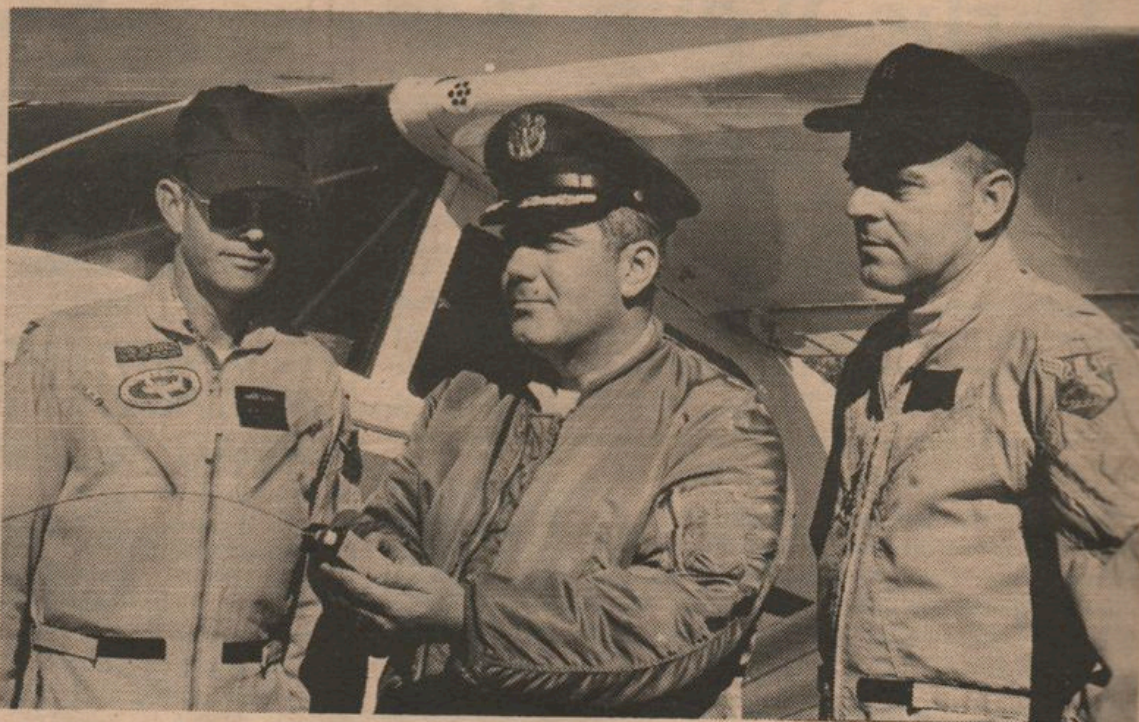
Williams AFB near Chandler, Ariz.

Six CAP aircraft, again working from Deer Valley, an HH43 Kaman helicopter from Williams AFB, and an SA16 amphibian from the 302nd Aerospace Rescue and Recovery Squadron at Luke AFB, Ariz., were launched less than one hour after the initial alert.

Williams AFB officials reported that the pilot of the T37, 2d Lt. John Melanson, 23, had radioed a Mayday message and given a position report. Two T38 Talon aircraft in the same general area also reported picking up "beeper" signals from the downed aircraft.

This information pinpointed the downed aircraft in foothills approximately 15 miles east of Florence, Ariz.

And the same T38s that picked up the signals later located burn scars in the mountains and the T37 wreckage. Minutes later the Air Force helicopter reached the scene and reported that student pilot Melanson, of Danvers, Mass., had died in the crash.



DOWNED AIRCRAFT LOCATOR BRIEFING—Col. Howard L. Brookfield (center) California Wing commander, briefs two mission pilots CWO Bill Jones (left) and Capt. Hud Stephenson, on the downed aircraft locator (DAL) to become mandatory within two years in all aircraft based in California. First operation to teach effectiveness of the locator which emits an oscillating signal over

emergency frequencies, was conducted recently by CAP at Gillespie Field, Calif. Air Force, Federal Aviation Administration and California Aeronautical Board officials monitored the search and rescue tests conducted by CAP for four simulated missing aircraft during which the downed aircraft locator was used. (CAP Photo by Lt. Col. Tom Elder)

CAP Major Braves Burning Car To Rescue Unconscious Driver

HARRISON, N.Y.—A 26-year veteran of Civil Air Patrol, Maj. Johnnie Pantanelli, White Plains Squadron commander, is being

considered for one of the organization's highest awards for risking her life March 2 to rescue an unconscious motorist from his burning automobile.

Saved was Herbert Reay of White Plains, the victim of the automobile accident whose car struck a utility pole and burst into flames on Westchester County Airport's access road.

Driving home from work at the airport, Major Pantanelli came upon the accident scene. Parking her own automobile, she rushed to the burning car and found its driver slumped over the steering wheel and bleeding from the nose.

Without considering personal danger involved, Major Pantanelli dragged the man to safety and revived him. A bus driver stopped to render assistance and when he found everything under control immediately summoned the local police and fire department.

While help was on its way, Major Pantanelli drove the injured man to the airport operations building and stayed with him until he received proper medical attention.

EMPLOYMENT

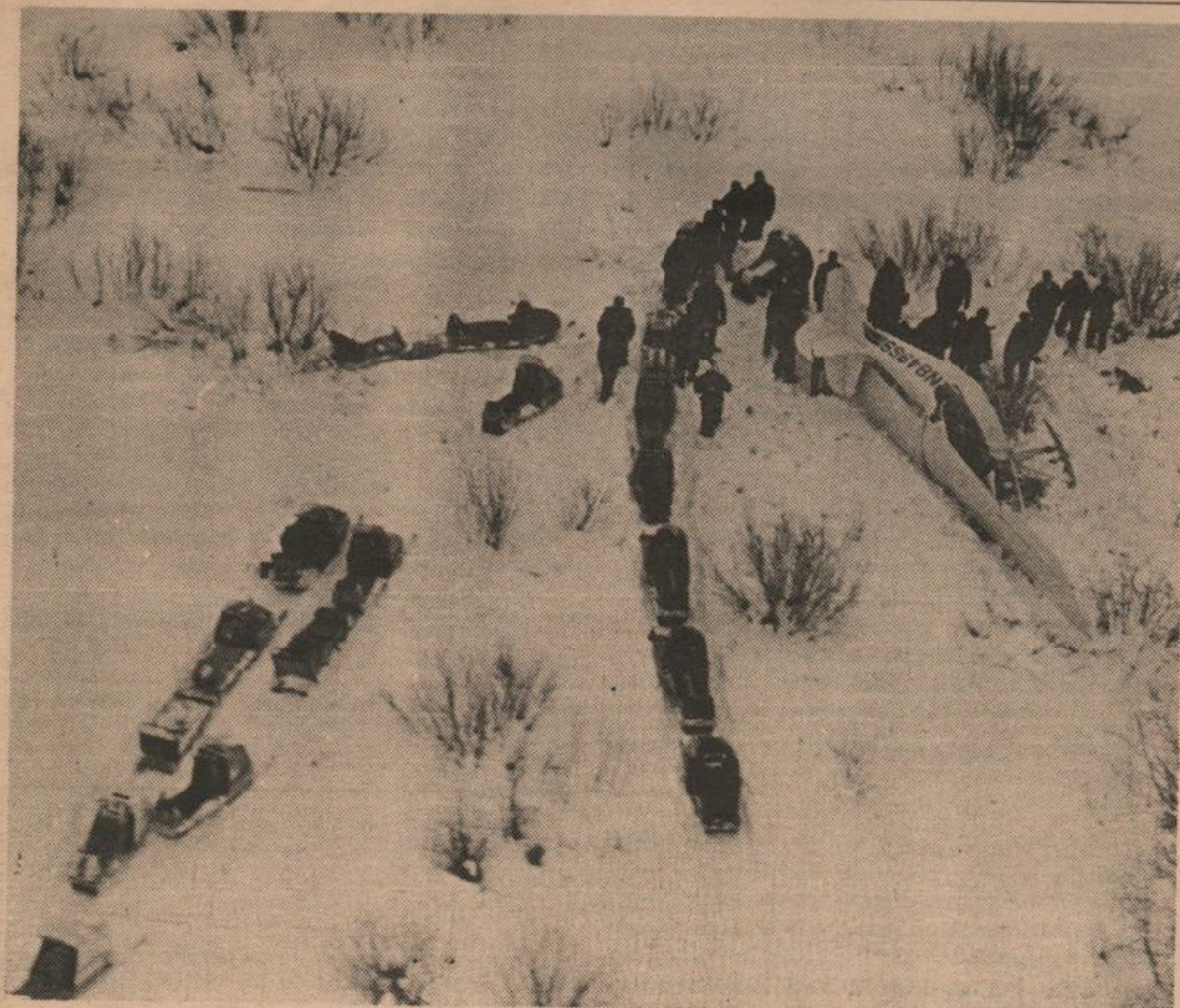
Worldwide aviation employment opportunities. Latest reports on best jobs now open. Salaries, qualifications, locations. Where, how to apply. Write for details. **Aviation Employment Reports**, Dept. CAP, Bohemia, New York 11716.

Kodiak Pilot Spots Lost Seal Hunters

KODIAK, Alaska—Two missing seal hunters were found recently safe on the Island of Tugidak, 100 miles south of here, shortly after pilots of the Kodiak Composite Squadron of the Alaska Wing were called into the search and rescue operation by the U.S. Coast Guard.

The squadron pilots flew three aerial sorties and logged 6½ air hours over the frozen North before the pair was spotted from the air by 1st. Lt. Russ Skebba, mission pilot and his observer SM George Cauthen.

Also engaged in the aerial search mission were WO Don Knight who piloted the second search plane and his observer SM Jim North.



FIRST TO REACH CRASH SCENE—Civil Air Patrol members were among the first snowmobile rescue crews to reach this airplane crash site in a large swamp near Motley, Minn., after a CAP aircrew spotted the wreckage bringing to an end an intensive search by Minnesota Wing's Crow County Squadron pilots

and ground crews. Spotting the wreckage in which the airplane pilot and a passenger died was Capt. Leo Persion of the Wadena Squadron. Some 26 CAP aircraft, 100 snowmobiles and private planes were involved in the search mission. (Photo courtesy of the Crosby-Ironton Courier)

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From the Commander

Charlie Webb Was A Good Teacher

by Brig. Gen. Richard N. Ellis

People come and people go around National Headquarters of Civil Air Patrol, some staying longer than others. In his own way, each contributes something of himself to this famed volunteer organization, helping it become more useful, helping it become more proficient in its operations, giving a part of his life to it.

Charlie Webb, however, seemed to go on forever. He stayed here longer than any one man and none knew Civil Air Patrol better than he. None contributed any more than he who devoted the last 16 years of his life to this organization and to the youth of America.


A teacher of long experience, he had a special interest in youth which he never lost. Convinced in his own mind of the importance of aviation and the aerospace sciences to the future of America and of the utter importance of having this nation be first in these things, he sought constantly to motivate toward careers in these fields the only ones who really count in the future—young people—and to help promote America's understanding of a complex and complicated world.

The results of his efforts—the Civil Air Patrol Aerospace Education and Training Program—remains as a monument to him, for he was, in large part, responsible for it as it exists now. That, of course, is not his only accomplishment.


A patient, calm, and understanding man (a school teacher must be these things), he touched many people by his sincerity, helping to convince them, too, of the rightness of his mission. Most of all, he touched young people and, across this land, from one end to the other, men and women who fly or follow other careers in aviation and the aerospace sciences, or who merely learned the importance of these things, men and women who once were CAP cadets, will go about their daily lives having been directly affected and guided by a man they never knew or perhaps knew only by name.

And they will not even be aware that they were so touched and so guided. For that is the mark of a good teacher.


And that is what Charlie Webb was—a teacher, and a good one! We'll miss him.

Charles W. WEBB
(2 OCT. 1960 - 11 MAR. 1970)
**DEPUTY CHIEF OF STAFF
AEROSPACE ED. and TRAINING
NATIONAL HQ., CIVIL AIR PATROL**

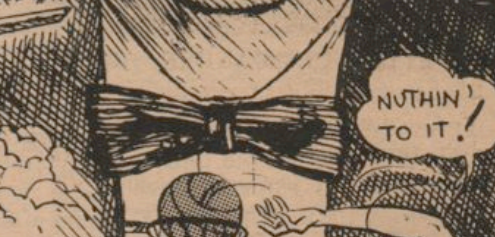


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**BORN IN NORRIDGEWOCK
ESTABLISHED FIRST CAP
COORDINATED HIS COURSE IN MAINE
WHEN TEACHING AT SKOWHEGAN
HIGH SCHOOL...**



**B.S. AND MASTERS IN SCHOOL ADMIN
FROM UNIV. OF MAINE...
3 LETTER MAN IN SPORTS...**

NUTHIN' TO IT!

Chairman's Comments

by Brig. Gen. F. Ward Reilly

The Civil Air Patrol System

We live in the highest performance era civilization has ever known. The nature of the Civil Air Patrol Mission incorporates it into the human environment element of our high performance system.

The scientific and technological developments responsible for high performance systems contemplate the highest possible degree of operational dependability in all elements including the human links involved. The dependability of the human elements is almost entirely a measure of discipline, the components of which are honesty, integrity, dependability and responsive compliance.

Discipline covers a broad spectrum of our lives and society, whether it be voluntary or compelling, in religion, education, business, industry, professions, the laws of the land and last but not least the Military establishments.

There must be an unflinching discipline in the cockpits of the aircraft in the National Air Space System, to respond honestly to interrogation and responsive compliance to instructions. The surgeon requires a high degree of discipline in the operating room or the patient's life is endangered. It is equally essential that we have a high degree of discipline in Civil Air Patrol if we are to qualify to operate in the human environmental elements of our high performance system.

The documented history of the beginning of Civil Air Patrol relates the War Department raised the question, "Could the private pilots hitherto unorganized, develop the necessary training and self discipline to render real service to the War effort." It was the U.S. Director of Civilian Defense, by order, established CAP 1 December 1941. It is worthy of note that CAP was transferred in its entirety from the Office of Civilian Defense to the War Department 29 April 1943, which attests to an acceptable performance and discipline.



Appearing on the horizon is a new dimension in a CAP concept of a dynamic organization compatible with a high performance system.

Executive Management will incorporate an experienced body spanning an era from Kitty Hawk to SST and a professional Air Force guidance system.

Operational Management will be a dynamic organization of highly qualified, educated and trained individuals in Staff and Command functions with the necessary resources of time and means to perform their duties in a professional manner.

A reserve strength will be provided through an orderly system of reassignment to a Reserve Category for those who are unable to fully participate or have completed their tenure of office and prefer limited service.

A Special Services Category of considerable strength will be established for those who possess a Mission capability and are reasonably available for service upon call but are not interested in regular full participation.

The General Aviation Membership Category is expected to develop a large resource of aircraft owners and pilots with an identifiable interest in supporting the CAP Mission with a varying degree of involvement.

For those who are still with me at this point, there are implementing documents in process which are receiving careful Staff study, which when published will implement a new high dimension throughout the Civil Air Patrol Organization.

The future of Civil Air Patrol lies in the character and integrity of its membership. The privilege of our Volunteer Status is solely a privilege of contribution and the satisfaction derived therefrom. Loyalty, respect and a willingness to accept discipline is a prerequisite. Performance of duty, within our capability, is a sacred obligation. Only those who are qualified, able and willing to make a contribution to Civil Air Patrol should be acceptable.

CIVIL AIR PATROL NEWS

★★★★★ USAF AUXILIARY ★★★★★

National Commander Brig. Gen. Richard N. Ellis, USAF
National Board Chairman Brig. Gen. F. Ward Reilly, CAP
Director of Information Lt. Col. John W. Miller, USAF
Chief, Internal Information Capt. Mervyn E. Roberts, Jr., USAF
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April, 1970



CAPETTES COMMANDER HONORED—1st. Lt. Susan Holly (center), outgoing commander of Oklahoma State University's CAPETTES drill team, receives a framed certificate of recognition for her outstanding work with the

drill team from Col. Eugene Adams, Oklahoma State University Professor of Aerospace Studies. Attending the ceremony is the new CAPETTE's commander, 1st. Lt. Linda Morrison.

Cadet Wins Fairchild-Hiller 'American Awareness' Award

FREDERICK, Md.—Cadet Lt. Col. Raymond T. Hawkins Jr., a member of the Frederick Composite Squadron, Maryland Wing, recently received the first "American Awareness" award at ceremonies in Hagerstown, Md.

Presented by Edward Baich, comptroller of the Aircraft and Missiles Division, Fairchild-Hiller, the award was made in recognition of Colonel Hawkins' performance as a Civil Air Patrol cadet and for his activities in high school, church, and the community. Cadet Hawkins was recommended for the award by his squadron commander, Maj. Jeannie Maire, and by Maj. Richard Cody, Group V. commander.

The cadet was cited for

"accepting the responsibilities of citizenship and, by word and deed, giving them real meaning in the best American tradition." The citation was signed by Edward G. Uhl, president of Fairchild-Hiller.

In addition to the certificate, Colonel Hawkins received a gold wrist watch engraved with his name, the name and date of the award, and the name of Fairchild-Hiller Corporation. The cadet and his parents were guests at a luncheon ceremony

and were later taken on a tour of facilities and a flight in a Fairchild airplane.

Ray became a member of the Frederick Squadron in July 1964, received the Billy Mitchell award in November 1966, was appointed cadet commander in August 1967, and earned the Amelia Earhart award in October 1967. Before graduating from high school in June 1969, he served as student governor and in the school senate. He has also served as youth president at the Assembly of God Church.

He was selected to attend the Space Age Orientation Course in 1968 and visited Israel in 1969 in the International Air Cadet Exchange.



REWARDED FOR HIS OUTLOOK—Cadet Lt. Col. Raymond T. Hawkins Jr. receives the first "American Awareness" award from Edward Baich, comptroller of the Fairchild-Hiller Corporation, Aircraft Division, Hagerstown,

Md. A member of the Frederick Composite Squadron, Maryland Wing, Cadet Hawkins was cited for accepting the responsibilities of citizenship and demonstrating the best of the "American" tradition.

Cadet Scholarship Deadline Is Near

MINEOLA, N.Y.—Cadet applications for the 1970-71 Applegarth Foundation Academic Scholarship will be accepted at the Northeast Region Headquarters here until April 15, the deadline set by region officials.

The scholarship provides \$1,000 annually towards cadet tuition at the colleges of choice for a maximum of seven years to enable the individual to continue his or her education after earning a bachelor's degree. The scholarship is open to male and female cadets and the Foundation expects that a course of study leading to an academic degree be pursued and a satisfactory level of academic achievements be maintained by the recipient.

The Northeast Region Liaison Office will review scholarship applicants and the cadet with the best academic, citizenship and record in Civil Air Patrol will be selected for the award.

The Northeast Region Scholarship Committee in June 1969 unanimously agreed to omit the wing of the winner for the following year's selection.

Lancaster Holds SAR Exercise

LANCASTER, Calif.—The search and rescue skills of some 45 members of Lancaster Squadron 39, California Wing, were tested in February when the unit conducted a SARTest at Fox Field here.

The exercise was directed by Capt. Frank E. Baker and members of his command were involved in air and ground search operations for a simulated downed aircraft, subject of the SARTest.

Dr. William Madison II, John Turasik and Ron Larson flew several sorties in three of the unit's airplanes on the search operation.

Teams engaged in ground search operations were commanded by WO William Finstad. Seven ground vehicles and a wide range of communications equipment, under the command of 1st. Lt. B. L. Bird, were used to support the overall operation.

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The Pennsylvania Wing is therefore precluded from participating in the 1970-71 competition as C/2d Lt. John J. Miller of Moosic, Pa., won last year. Participants in the CAP Scholarship and Grants program also will not be considered disqualified but if a cadet is awarded a scholarship or grant, the board will look to other cadets for selection of a candidate.

Cadets planning to compete for the award have been asked to submit applications on CAP Form 95 (revised December 1969) and follow the General Information and Applications procedure criteria outlined in CAP Pamphlet 20, dated December 1969.



HEADQUARTERS
FOR C.A.P.

REGULATION
CADET UNIFORM
COMPLETE

- Khaki Shirt
 - Khaki Trousers
 - with Zipper
 - AF Wool Flight Cap
 - AF Wool Tie
 - Blue Web Belt & Buckle
 - CAPC Cutouts
 - Cap, Pocket & Wing Patches
- \$12⁹⁵** plus 50c pp

AF SERGE UNIFORMS
ALL WOOL (Reissue)

- BLOUSES, all sizes to 42..... \$5.95
- TROUSERS, all sizes to 32..... \$5.95
- (Size 33 & up—\$6.95)
- AF BROADCLOTH SHIRTS \$1.99
- (Rejects) add 25c up
- C.A.P. BLOUSE BUTTONS \$2.00
- New Reg.
- NEW CAP CUTOUTS— 95c
- Sr./Cadetpr.
- NEW BREAST BADGES \$1.00
- Sr./Cadetsea.

R-6B FLIGHT JACKET

- 100% Nylon Flight Satin fabric. Pencil
 - zip combo sleeve pocket. Zipper revers-
 - es jacket to emergency
 - orange quilted lining.
 - Elastic knit wrists &
 - collar. 10-Oz. repro-
 - cessed wool quilting.
 - Colors: sage green, navy. Sizes S, M &
 - L. (X large, \$14.95)
- \$13⁹⁵**

1505 SUMMER UNIFORMS
DACRON/COTTON

- SHIRTS
 - Short Sl. Irr. Sizes 14 to 17 \$2.95
 - TROUSERS
 - Sizes 30 to 36, Irr. \$3.95
 - (38 and up, \$4.49)
 - WAF Dacron/Cotton Cord Uniforms
 - Jacket & Skirt. Deluxe
 - tailoring, finest quality
 - "easy care" washable.
 - Sizes 6 thru 20; S.R.L.
 - Including CAP Buttons.
- \$18⁹⁵** plus 50c pp

Year Round AF Tropicals

- Blouse & Trousers
 - (used). Excellent Con-
 - dition. Complete with
 - CAP Buttons.
- \$15⁹⁵**

FLIGHT SUITS C.A.P. FELT
Sage Green. Excellent PENNANT
condition. Small and only \$1.00
Medium Only \$4.50.

WRITE FOR FREE C.A.P.
I.D. HOLDER & CATALOG
WEISS & MAHONEY, Inc.
142 FIFTH AVE., NEW YORK, N.Y.



COCKPIT CHECKOUT—MSgt. Warren Bowling (second left) of the North Lakes Composite Squadron, explains the instruments in the cockpit of a light airplane to cadets interested in flying at a two-day campout at Mitchell Airport, Lombard, Ill.



PREFLIGHT INSTRUCTION—The right way to check the oil in the engine of a light airplane is demonstrated by 2d Lt. William R. Thomas, North Lake Composite Squadron commander, in a preflight briefing to a group of his cadets. Listening to their commander's talk are Cadets Robert Mielke, Douglas Koschel and Ken A. Bruzzo.



WINS ROTOR RATING—CWO Kent E. Harden (left) of the Illinois Wing's Proviso Squadron is congratulated by FAA Examiner Ned Powers after receiving a rating in helicopters at DuPage County Airport, Ill. Harden is a commercial pilot who holds single engine, land and sea, multi-engine, land and sea and instrument glider ratings. He is a flight instructor for power and powerless aircraft and a flight engineer for reciprocating and turbojet aircraft.

Photographic

Coverage

by

Ted J. Koston

Captain, CAP

Chicago Ill.



FIRST AID PRACTICE—Sgt. David Fiore, Bellwood, demonstrates how a litter patient should be handled to Cadets Robert Mielke and Greg Kenze. Playing the part of the victim was Cadet Ray Roberts.

Maryland Wing Wins Excellence Award

MAXWELL AFB, Ala.—The Maryland Wing has been named winner of the first Annual CAP Materiel Excellence Award. The wing was selected for the award at National Headquarters of Civil Air Patrol by a board of officers headed by Lt. Col. Edwin Lewis, CAP-USAF deputy chief of staff for materiel. Brig. Gen. Richard N. Ellis, CAP's national commander, approved the board's selection of the winner.

The New Mexico Wing placed second and the Utah and Kansas Wings placed third and fourth respectively in the competition.

The Maryland Wing earned the award for materiel management excellence throughout all of 1969. In addition to receiving a trophy, the wing will be awarded additional points in the 1969 Commander's Evaluation.

CAP Region staff officials and USAF-CAP Region liaison office supply directors were responsible for nominating their wings for consideration in the competition and Colonel Lewis reported several regions elected not to participate. He hopes they will be entered in the competition for the 1970 award.

Lt. Col. Court R. Henkel, Maryland Wing's director of materiel, will receive the award at the 1970 Middle East Region Conference on behalf of the award-winning wing. His nomination was submitted to National Headquarters by Col. Jon H. Hill, region deputy commander, who wrote:

"Over the past 10 years I have had the opportunity to observe Colonel Henkel's work as deputy for materiel and it is my opinion that his work in this position has consistently been outstanding."

"He has developed systems to improve the materiel section and has worked long, diligently and consistently to give the Maryland Wing a system of materiel handling that could well be copied by all CAP units," concluded Colonel Hill.

In summing up the competition Colonel Lewis further stated: "New Mexico Wing will receive a handsome certificate and additional evaluation points. The presentation of the certificate to the New Mexico Wing will be made at the next Southwest Region Conference."

CHARLES W. WEBB MEMORIAL SCHOLARSHIP FUND

For the benefit of those who wish to contribute to the Charles W. Webb Memorial Scholarship Fund, the following information is offered.

1. Make checks or money orders payable to: National Headquarters, Civil Air Patrol.
2. Specify on the checks or money orders: Charles W. Webb Memorial Scholarship Fund.

Contributions should be mailed to: National Headquarters, CAP-USAF (CPC), Maxwell Air Force Base, Alabama 36112.

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Everyone that travels by car should have an Auto First Aid Kit in their car. This kit is unique, as it contains Highway Safety Signals as well as being a fine quality First Aid Kit.

We offer our Auto First Aid Kit on a guaranteed No Risk basis. You pay nothing until after the merchandise is sold and you may return any unopened cases within 30 days. We prepay the merchandise to you.

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3093 Main St., Akron, Ohio 44319

Please send, without obligation, information on how to make money selling AUTO FIRST AID KITS. (If sample is desired enclose \$1 to cover cost of handling and mailing.)

Name
Organization Title
Address No. members
City State Zip



Cadet Named To Council

BURBANK, Calif.—Cadet Lt. Col. Mollie A. Granoff recently assumed the duties of Finance Officer to the California Wing Cadet Advisory Council. Since 1965, when she joined, Miss Granoff has progressed up through the ranks, holding the positions of Flight Sergeant, Flight Commander, Aerospace Education Officer, Adjutant, Executive Officer and Cadet Commander. She now holds the positions of Squadron Deputy Commander for Cadets and Chairman of Bay City's Group 17 Cadet Advisory Council.

Cadet Granoff is a sophomore at El Camino College in Torrance, Calif. and is majoring in Sociology. She is a National Merit Letter of Commendation recipient, a life member of the California Scholarship Federation, and was listed in Merit's "Who's Who Among American High School Students."

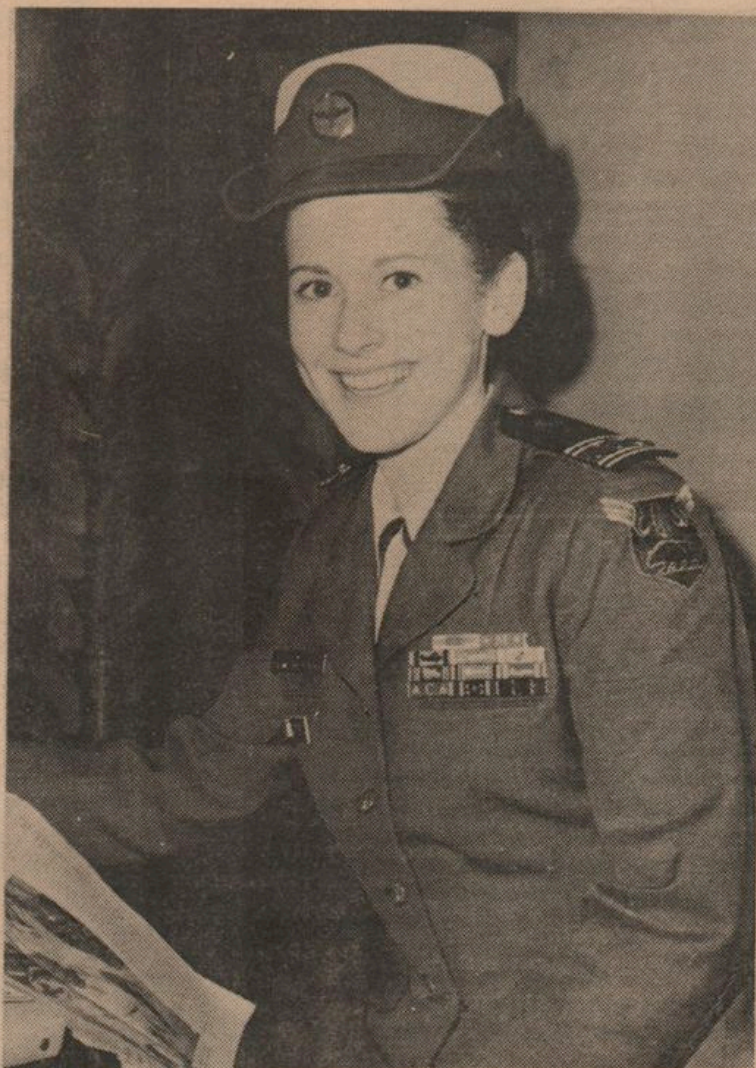
She is currently a member of Alpha Gamma Sigma (Honor Society), the Julians (Honor Society), American Federation of Students, and a French Club Officer.

Amarillo Finds

Boy Scout Troop

AMARILLO, Tex.—A search plane of the Amarillo Air Material Area CAP Senior Squadron in February was successful in locating seven Boy Scouts of Amarillo Troop 80 and the assistant scout master after they became lost overnight on a camping trip in the McBride Canyon area of Lake Meredith in the Texas Panhandle.

The find was made by pilot Capt. Hurley Broach and observers Maj. Earle Parks and SM Bill Counseller.



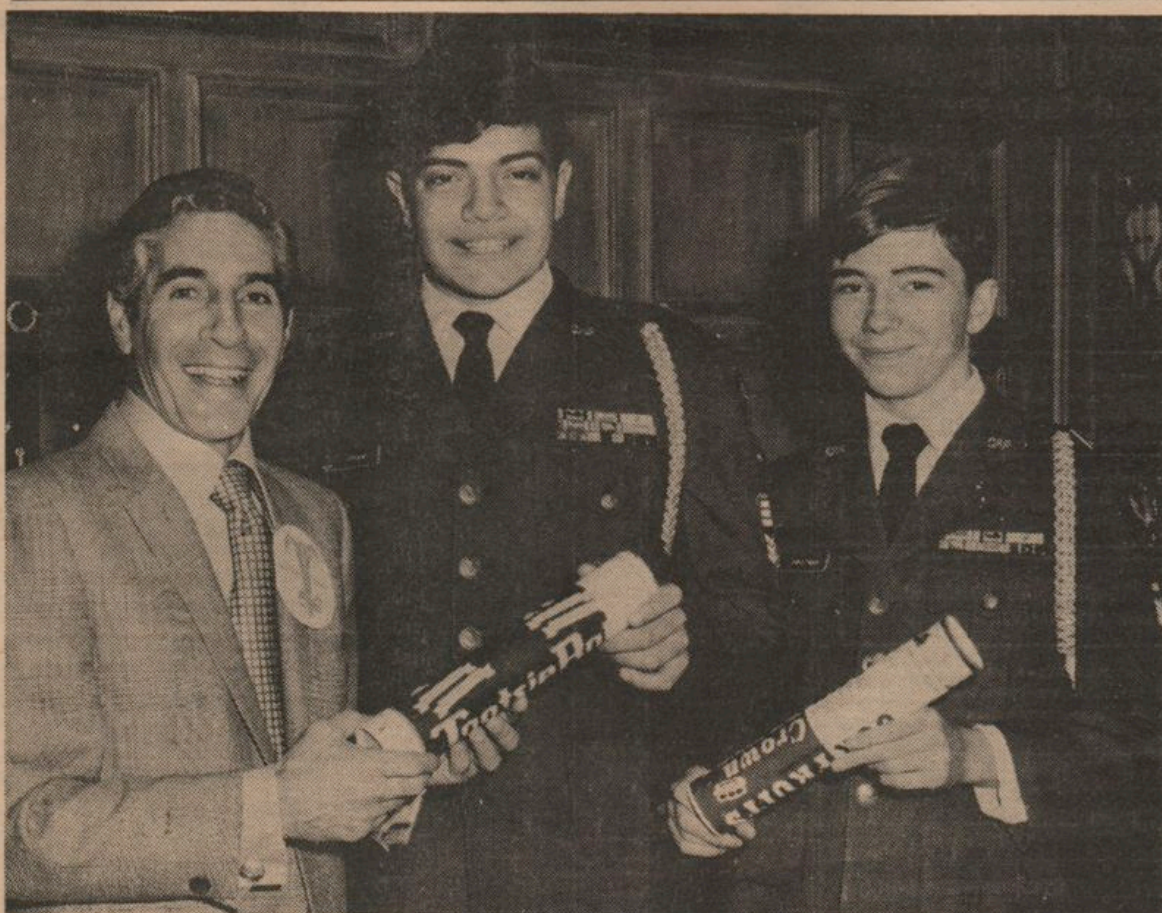
CADET GRANOFF

Belle Clair Cadet Commander Wins 'Voice of Democracy' Contest

BELLEVILLE, Ill.—Cadet Commander Capt. Elaine Orsa of the Belle Clair Optimist Cadet Squadron, recently received third place honors in the "Voice of Democracy" speech contest. This contest is sponsored annually by the Veterans of Foreign War. Elaine was presented the medal and a cash

award during a dinner held for the winners and their parents at the Fairview Heights Memorial Post V.F.W.

Captain Orsa was Teenage Chairman for the March of Dimes in the Belleville area, and she spent many hours during the past two months working for this worthy cause.



ON THE BALL—Phil Rizzuto, former New York Yankee short stop and the team's present broadcaster, talks shop with C/MSgt. Mike Cipriano and C/SSgt. Bob Christman (right), both members of the Essex Composite Sq.,

New Jersey Wing. While visiting Rizzuto's home on a squadron fund-raising drive recently, the cadets briefed him on Civil Air Patrol's multi-purpose mission. (Photo courtesy of the Essex Composite Sq.)

Cadet News Briefs

Five Earn Communications Badge

BETHESDA, Md.—Five members of the Bethesda-Chevy Chase Cadet Squadron received communicator's cards recently after completing communications training. Cards were awarded to Cadets Marcia Humphreys, Karen Fournier, Peggy Plitt, Sid Pew and John Henneman.

Senator Gore Addresses Cadets

MEMPHIS, Tenn.—Tennessee Sen. Albert Gore addressed cadets and their guests in January at the 1970 Cadet Selection Dinner at Memphis Naval Air Station Officers' Open Mess. The Senator presented the Falcon Award to Cadet James R. Aubuchon of Whitehaven Cadet Sq. and told his audience that they represented "the best" of the next generation and the leaders of tomorrow. He was introduced to the cadets by Col. M. S. Donnaud, Tennessee Wing commander.

CAP Cadet Selected For Academy

KAUAI, Hawaii—C/1st. Lt. Edward Standwood of Lihue Composite Squadron, Hawaii Wing, has received principal congressional nominations to the U.S. Naval Academy by Rep. Patsy Mink and the U.S. Air Force Academy by Rep. Sparky Matsunaga. A senior at Kauai High School, Cadet Standwood has been a member of Civil Air Patrol three years.

Two Win Solo Wings

MONROE, La.—Two Monroe Composite Squadron C/MSgts. Dale E. Bernelle and Sam O. Brooks, who are majoring in aviation management at Northeast Louisiana State College, pinned on the badge of a solo pilot after graduating from a flying training course recently.

They earned the soloist rating after undergoing training at the Fleeman Flying Service in a program sponsored by the college.

Cadets Become Active In Search

FOREST GROVE, Ore.—Five cadets and two senior members from the Washington County Squadron, Oregon Wing, went on a REDCAP emergency service mission to Weaverville, Calif. in January. The group was among some 50 CAP personnel leaving Portland to search for a plane listed as missing in California. Engaged in the SAR were Maj. Dorothy Parkin, CWO Don Hillgaertner, C/MSgt. Cheryl Borst, C/TSgt. Carol Borst, C/TSgt. Vickie Payne, C/SSgt. Jill Lombard and C/Sgt. Scarlet Weber.

Lake Charles Cadets Tour Airport

LAKE CHARLES, La.—Twenty-five Lake Charles Composite Squadron members toured the Municipal Airport in March and visited the Federal Aviation Administration Flight Service, Control Tower and the U.S. Weather Bureau facilities where they were given a briefing on the operation of each agency. Lt. Col. J. Clifford Courville, squadron commander, was in charge of the tour.

Air Guard Facilities Visited

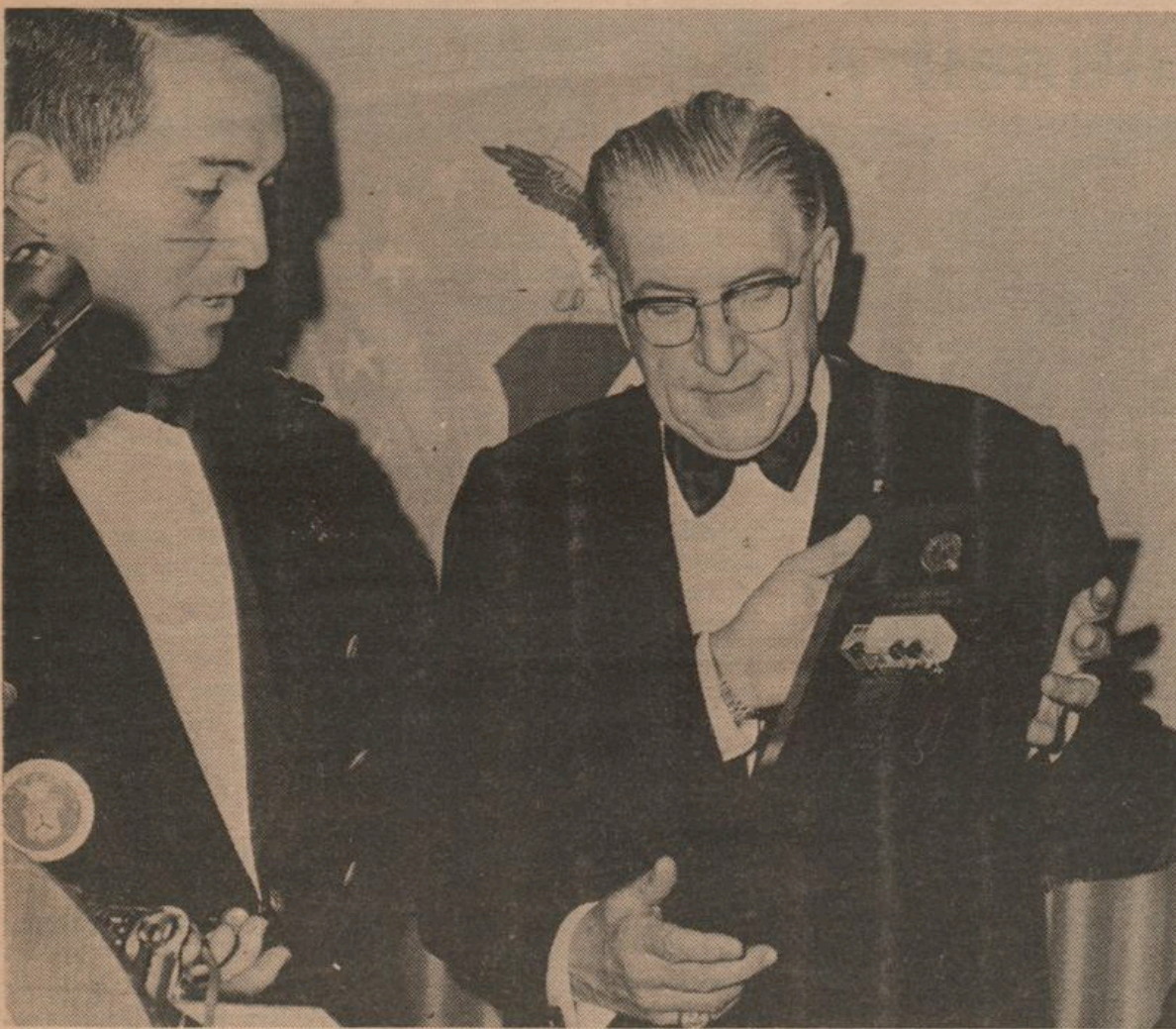
BROOKLYN, N.Y.—New York Air National Guard facilities at Floyd Bennett NAS, N.Y., were toured by Brooklyn Cadet Squadron IV members under the command of WO Jane Abramson, squadron aerospace education officer. The group received a mission briefing and toured a C-97 Stratocruiser aircraft, the maintenance hangars, and received a flight in one of the simulators.

Crowell Cadet Of Month

FOREST GROVE, Ore.—Cadet Gina Crowell of the Washington County Squadron was selected "Cadet of the Month" for January. Her selection was based on attendance at meetings and participation in squadron

activities.

A senior member and six cadets from the Washington County Squadron attended the 1970 Oregon Wing Military Ball in February at the Portland Air Base Officers' Club at which Cadet Crowell was honored.



REWARDED—SM Zenon C. R. Hansen (right), CAP Businessmen's Affiliate Committee chairman and Mack Trucks Inc. president, receives a plaque from Col. Samuel H. duPont, CAP national board vice-chairman. The award given to Mr. Hansen in recognition of his service to the Civil Air Patrol was presented at the recent National Executive Committee and Pennsylvania Wing's Annual Ranger Banquet at Bethlehem, Pa.



SAFETY AWARD—The National Safety Award for 1969 is presented to Col. William H. Ramsey (right), North Central Region commander, who accepted it on behalf of the Minnesota Wing which won the award while

under his command. Presenting the award at the recent NEC meeting are Brig. Gen. F. Ward Reilly, CAP national board chairman and General Ellis.

Rangers

ALLENTOWN, Pa. — Cadet WO John Petrilla received the Pennsylvania Wing Ranger Competition Trophy for Allentown Optimist Squadron 3108 during a gala Ranger Awards banquet, Mar. 21, at the Holiday Inn here. The award, presented by Lt. Col. John McNabb, the rangers' team coordinator from Philadelphia, brought national prominence to the Pennsylvania Rangers.

It was one of the highlights of the banquet which hosted members of the National Executive Committee here on a one-day business meeting.

Petrilla also received the Cawthray Award trophy named after the late Thomas Cawthray, a former CAP cadet who died in a helicopter accident while undergoing Army training in Texas.

Other awards presented at the banquet included the Wing Commander's Team Performance Award for 1969 to North Hills Cadet Squadron 610 of Pittsburgh, and the Gen. Carl A. Spaatz award for aerospace educational achievements to Cadets Paul T. Draper and Harry Z. Mertz, both of Coatsville Composite Squadron 1008.



OUTSTANDING UNIT CITED—Col. William H. Patterson (right), Middle East Region commander, receives a Civil Air Patrol Outstanding Unit Citation and pennant which his unit won for exceptional meritorious service in 1969. General Reilly presented the award at the recent NEC meeting.



ALL BUSINESS—Members of the National Executive Committee study the agenda while meeting at Bethlehem, Pa.

Host NEC

Mr. Zenon C. R. Hansen of Allentown, a senior member of the Pennsylvania Wing and chairman of the board and president of Mack Trucks Inc., received a plaque from Brig. Gen. Richard N. Ellis, CAP's national commander. He was recognized for his achievements as the chairman of CAP's businessmen's affiliates committee.

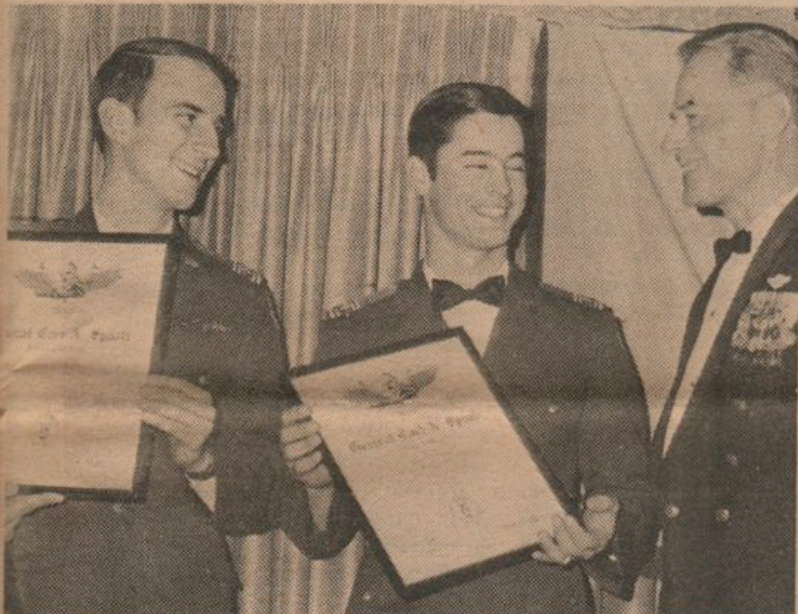
Other awards made included the Lt. Col. John Weaver Ranger Service Award for 1969 to Maj. William Gibbons, Philadelphia Composite Squadron 103 commander; the Esther Morgenstern Outstanding Ranger Service award for 1969 to Capt. David Long; Lt. John McGuire Escape and Evasion Problem Winner trophies to Sgt. Jay Cooke and Cadet James Nalencz.

Additional awards presented included the Lt. Col. Robert Dunlap Group Ranger award to Lt. Col. Angelo A. Milano, former Group 60 commander and now Pennsylvania Wing's interim commander; the 1969 Ranger Dinner Award to Maj. Lillian Geiger, project officer and Capt. Richard Ludwig, her assistant.

The dinner for 525 persons at the Holiday Inn East ended a day-long business session for members of the National Executive Committee.

General Ellis in his address as guest speaker, cited the outstanding accomplishments of CAP throughout the nation.

"Civil Air Patrol volunteers flew 27,627 hours on aerial search and rescue missions last year at a cost of \$270,000. The savings to the U.S. government were more than \$6 million in rescuing 146 persons," General Ellis said.



SPAATZ WINNERS—Two Pennsylvania Wing cadets share a joke with CAP's National Commander, General Ellis who presented them the Gen. Carl A. Spaatz educational achievement award. Receiving the Spaatz certificate (from left) are Cadets Harry Z. Mertz and Paul T. Draper. The pair was honored at the annual Ranger Awards Banquet recently at Bethlehem, Pa.



Brig. Gen. F. Ward Reilly, CAP's national board chairman, presided over the day-long business meeting.



COMMANDER GREETED—Brig. Gen. Richard N. Ellis (right), CAP's national commander, reviews a Pennsylvania Wing color guard on hand for his arrival at the Allentown-Bethlehem-Eastern Airport. The commander flew to Pennsylvania to attend the recent National Executive Committee meeting there.



WINS DOUBLE HONORS—Cadet John Petrilla receives the Cawthray trophy from Mr. and Mrs. William Cawthray who presented him the award at the annual Pennsylvania Wing Rangers Banquet recently, at Bethlehem, Pa. The award is named after Mr. and Mrs. Cawthray's son, Thomas, a former Pennsylvania Wing cadet, who died in a helicopter accident while undergoing Army training in Texas. Cadet Petrilla also received the Pennsylvania Wing Ranger Competition for his unit, the Allentown Optimist Squadron 3108.

Zero Defects Honor Roll

For Wing and Region Commanders:

Have you reviewed National Headquarters' letter: CAPM, 7 April 1969, subject: "Zero Defects Award" recently?

Only two wings (no regions) submitted nominations of units or individuals for recognition during the period July-December 1969.

Surely there are many deserving such recognition. Why not take a look at the April 7 letter!

Perhaps a Zero Defects project officer should be designated to assure program continuity.

It's your program and your choice.

Edwin L. Lewis, Lt. Col.
USAF, DCS/Materiel

Aloha Squadron Member Named CD Coordinator

HONOLULU, Hawaii—SM George Texido of Aloha Search and Rescue Squadron, Hawaii Wing, has been named the wing's Civil Defense coordinator and appointed to the State Civil Defense division. He will be working with state and county Civil Defense officials.

He has completed courses in Civil Defense USA, radiological monitoring, aerial radiological monitoring and is presently enrolled in the CD Coordinator/Director and Radiological Defense Officer courses.

"I am a strong believer in emergency preparedness," he

said after being notified of his appointment. Born in Cuba, Texido emigrated to the United States in 1961 and was naturalized in 1966. He has been in Hawaii since July 1964.

Equivalency Exams Ended

MAXWELL AFB, Ala.—All Equivalency "A" and "B" Exams have been discontinued as of March 15, 1970, education officials announced. Requests for these examinations are no longer honored.

Kinsley AFB Commander Lauds CAP

ASHLAND, Ore.—Patriotism, communism and CAP's future contribution to the nation's aerospace program and aviation were discussed when Col. James Witt, Kinsley AFB commander, appeared as the guest speaker recently at Ashland's Squadron annual awards dinner at Merritt Swing Hall.

A veteran of 78 aerial combat missions in World War II and 47 missions in the Korean conflict he spent two years in a communist prison camp after being downed over enemy territory.

Discussing the event he said: "After two years in a communist prison camp and confronting communism in many parts of the world I believe that I can qualify as an expert on the evaluation of freedom.

"My conclusion is...no people in the world have freedom such as we enjoy...Remember that...Many haven't..."

"In these days of turmoil, confusion, riots, demonstrations and unrest, it is a distinct pleasure to meet with Americans such as yourselves who are dedicated to helping other people."

"As tomorrow's leaders in aerospace," Colonel Witt said, "you will place continuing emphasis on manned flight as final control rests on human factors."

After the Colonel's speech, several individual awards were presented among which was Civil Air Patrol Honorary Membership to Stanley C. Jobe, Ashland Superintendent of Schools.



AFA HONORS CAP—A United States "ceremonial" flag is presented to Group I, Western Massachusetts, by Air Force Association President Andrew Trushaw Jr. (right) at the unit's commander's call at Westover AFB, Mass. Receiving the flag are Maj. Frederick J. Belden (center), group commander and Earl N. Shepard Jr., group executive officer. The flag was a gift from the State AFB Membership Committee which recognized CAP's role in fostering aerospace education and aviation in the civilian community. (Photo courtesy of 1st. Lt. Richard E. Wylie, Group I information officer)

Army Gives Trailer

by Sp5 David Waterhouse
WHITE SANDS MISSILE RANGE, N.M.—Some day an injured pilot of an aircraft down in southwestern New Mexico may owe his life to a piece of equipment that was marked for disposal by the U.S. Army and later transferred to Civil Air Patrol.

The Las Cruces Squadron, New Mexico Wing, recently retrieved the van that for years was used by the White Sands Military Police on remote assignments. Because it was damaged on its last assignment, the van was marked for the salvage yard when its repair outweighed the cost of newer up-to-date equipment.

Hearing of the van, Maj. T. C.

Ashby, Las Cruces Squadron commander, found it could be used as a mobile CAP communications station and deployed to a site near any CAP search area.

"Much of the van's damage was to fixtures," explained Ashby. "We plan to repair the van's interior and equip it with radio equipment," he said. "The CAP unit also plans to put sleeping cots and cooking facilities in the van."

The CAP mobile communications center will be pressed into service in southwestern New Mexico and may be deployed to Silver City, Deming, Lordsburg, Truth or Consequences and Alamogordo, as well as Las Cruces.

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AT HOME - AT WORK - AT PLAY
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ALL CIVIL AIR PATROL ACTIVITIES
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BENEFITS	1 Unit	2 Units	3 Units	4 Units	5 Units
Accidental Death	\$5,000	\$10,000	\$15,000	\$20,000	\$25,000
Dismemberment	5,000	10,000	15,000	20,000	25,000
Medical Expense	500	1,000	1,500	2,000	2,500
Annual Cost	AVAILABLE TO AGE 70				
Non-Pilot	\$10.00	\$20.00	\$30.00	\$40.00	\$50.00
Pilot	20.00	40.00	60.00	80.00	100.00

Upon joining Civil Air Patrol you may buy up to 5 Units if application is made within 60 days of enrollment.
Complete Application Below

If you have been a member in excess of 60 days, a special application must be completed if you wish to buy more than 1 Unit.
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One Initial Unit Available To Any Member—Any Time
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I hereby make application for Civil Air Patrol Senior Member Accident Insurance under Hartford Accident & Indemnity Co. Master Policy on file at National Headquarters, Civil Air Patrol.

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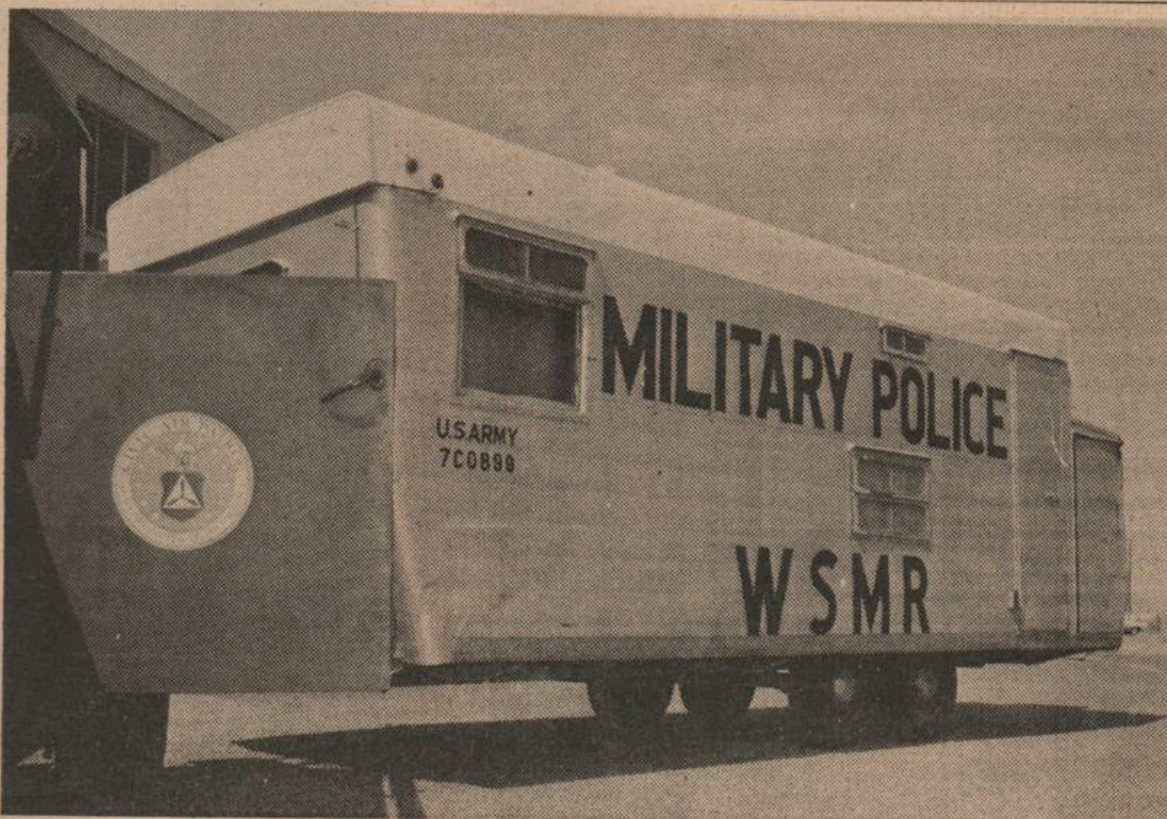
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I have been a member of CAP ☐ For less than 60 days
Please check one box ☐ For more than 60 days

SIGNED DATE

Make Check Payable to Turner-Weaver & Wilson—Administrator
PO Box 6010, Nashville, Tennessee 37212



RETRIEVED BY CAP—This trailer, formerly the property of the U.S. Army Military Police at the White Sands Missile Range, became CAP property recently after it was rescued from the salvage yard by the Las Cruces Squadron of the

New Mexico Wing. The squadron plans to use it as a mobile communications center during SARCAPs, SARTests and Civil Defense exercises. (United States Army Photo)

Col. Gravenstine Decorated For Service In Vietnam

ALLENTOWN, Pa.—The Legion of Merit, first oak leaf cluster to the Distinguished Flying Cross and sixth through eighth oak leaf clusters to the Air Medal were awarded Col. Donald J. Gravenstine, new USAF-CAP chief liaison officer to the Great Lakes Region at the National Executive Committee meeting, here.

A veteran of World War II, Colonel Gravenstine earned his medals and citations for his outstanding service in Vietnam.

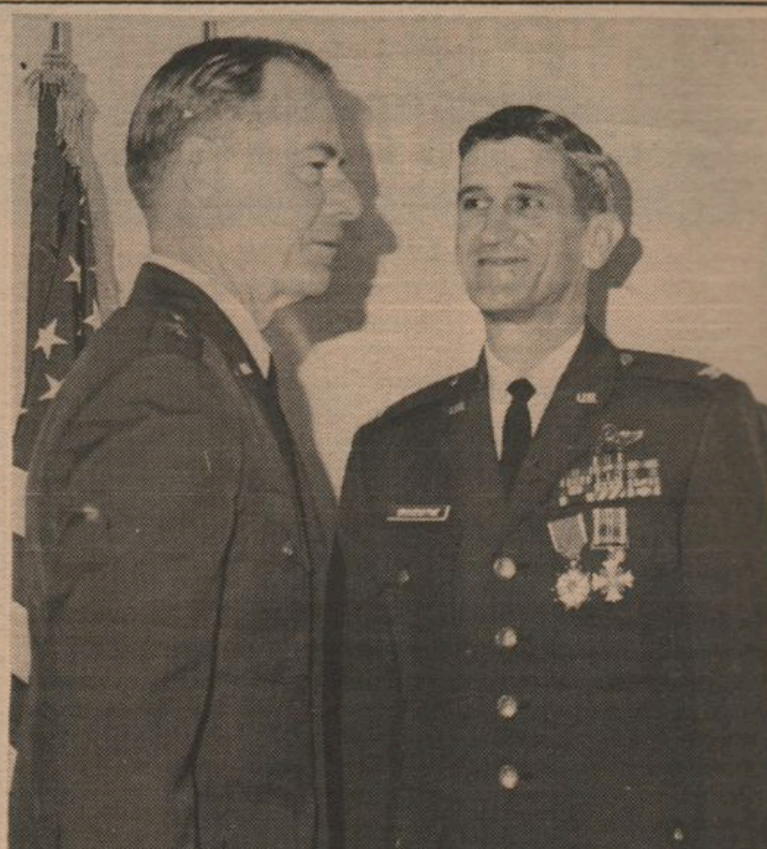
He won the Legion of Merit medal for distinguished and exceptional meritorious service and conduct as Director of the Direct Air Support Center, Victor and as 504th Tactical Air Support Group's deputy commander at Bien Hoa,

Vietnam. Colonel Gravenstine was cited for his keen foresight and exceptional judgement, outstanding leadership abilities, and personal endeavor in the performance of his mission.

The first oak leaf cluster to the DFC was awarded to Colonel Gravenstine for distinguished and extraordinary achievement when he participated in aerial flight as a forward air controller in the A Shau Valley, Republic of Vietnam on Jan. 18, 1969. He directed five fighter elements on the major hostile infiltration route and without considering his own safety flew dangerously low altitudes through adverse weather conditions to successfully damage the route and prevent further usage by hostile forces.

"Through his bravery and energetic application of knowledge and skill, he significantly furthered the goal of the United States in Southeast Asia. The professional competence, aerial skill and devotion to duty displayed by Colonel Gravenstine reflect great credit on himself and United States Air Force," the citation accompanying the award read.

Colonel Gravenstine earned the sixth through eighth oak leaf clusters to the Air Medal for meritorious achievement in aerial flight in which he demonstrated outstanding airmanship and courage while performing an important mission under extremely hazardous conditions.



DECORATED—Col. Donald J. Gravenstine (right), new USAF-CAP liaison officer to the Great Lakes Region, receives the Legion of Merit, one of four awards given to him at the NEC, from Brig. Gen. Richard N. Ellis, CAP's national commander. He earned the medals for action in Vietnam. (USAF Photo by TSgt. John Lyons)

Modified CAP Cadet Program To Be Implemented July 1

By 1/Lt. John D. McMahon

MAXWELL AFB, Ala.—Phase III (Leadership) and Phase IV (Executive Leadership) components of the modified cadet program will become activity centered, July 1.

Before a cadet begins work in Phase III, he must have completed the Curry Achievement (Phase I), the six Phase II achievements, passed the Aerospace Education Examination and earned the Gen. Billy Mitchell Award. If he has completed the first five Phase II achievements and is working on the Goddard achievement (No. 6), the cadet is then eligible to order the Aerospace Education Examination.

This examination must be successfully completed and so certified on the Goddard Achievement contract form by the squadron commander before the completed and final Phase II contract is returned to National Headquarters (CPE).

After all Phase II achievements are completed and the cadet has attended either a Type A or Type B encampment, he may qualify for the Mitchell Award. Now, all that's left to do is to send to National Headquarters (CPE) the completed Goddard achievement contract, the order form, \$1.50 and a copy of CAP Form 11, "CAP Application for Award."

Next, cadets will receive a package containing Mitchell

Award elements, a certificate and a uniform ribbon. This package authorizes the wearing of the Cadet Warrant Officer insignia and entitles each to cadet officer privileges. The second package will be the Phase III achievement contract packet.

Most of a cadet's efforts in Phase III and IV will be directed to leading subordinate cadets. This leadership may require a cadet's talents as a counselor, educator, administrator and military officer. In short, the Phase III and IV cadet will be busy helping others to learn. At the same time, it is necessary to complete certain requirements for each of the eight achievements in Phase III and IV.

One of the requirements for Phase III and IV achievements is that in each the cadet must learn one staff position. The cadet will be provided with a Staff Duty Analysis pamphlet which lists the tasks of each position.

He will also receive a list of CAP publications (regulations and manuals primarily) which apply to each position, and a copy of these publications. The cadet will look at a particular task of the position with which he is concerned, and research the guidance as to what, when, and how the task is done as described in the CAP publications. He should briefly write up this information for each task of the specific achievement.

When study of the staff position is completed, a locally controlled test, provided by National Headquarters, will be administered.

The positions and sequence of study for Phase III and IV Staff Duty Analysis are:

- Flight Commander
- Information Officer
- Supply Officer
- Operations Officer
- Military Education Officer
- Aerospace Education Officer
- Adjutant
- Cadet Commander

For each Phase III and IV achievement, the cadet will receive some CAP publications. He should start a file on these. Some publications will be needed for more than one achievement, and if a cadet has received a specific publication for a previous achievement, he

will not be sent another copy for a later achievement for which its use is required. (NOTE: These CAP publications will be commercially produced and sold to the cadet. Free unit distribution of CAP published copies of directives will continue.)

The associated aspect of this portion of Phase III and IV is the requirement that the cadet serve successfully in a total of three squadron cadet officer level staff positions. Service in at least one must be in each of Phases III and IV. The final achievement contract in each phase will require certification of successful service. The squadron commander must be aware of the individual's need to satisfy this requirement and make cadet officer assignments accordingly. The individual cadet's progress must not be impeded because he has not been given an opportunity to satisfy this requirement. Frequently it is tempting to a squadron commander to leave a favored competent cadet in a position for a long period without regard for anything else. On the other hand, it is desirable to leave cadets in positions long enough for them to learn the job and to serve effectively. Fortunately few squadrons have so many Phase III and IV cadets that this will become a major management problem, however much we would like it to be.

Cadet service in staff positions may be in any authorized officer position, and need not be limited to the eight selected for the Staff Duty Analysis portion of the program discussed above. Regardless of what the position is, the appropriate supervisors are urged to properly brief the cadet on his or her position and duties. The cadet who has such a title and does nothing and doesn't even know the duties, has obviously not been properly briefed.

A major weakness in the cadet program has been the reluctance of adult supervisors to define and delegate duties and responsibilities to senior cadets. The result has been overworked seniors or jobs that haven't been done. Use the senior cadets. Sure they will make mistakes, but they will also learn.

CAP News Briefs

CAP Sold to the Public

FREDERICK, Md.—The Frederick Squadron of the Maryland Wing launched one of its biggest public information briefing campaigns recently in an effort to brief the local community on the mission of Civil Air Patrol. The briefing, held in conjunction with the unit's quarterly information activity report meeting in March at its headquarters at Beall's Lane near the Municipal Airport, was aimed at recruiting cadet and senior members.

The squadron, commanded by Maj. Jeannie Maire, accepts applicants to the cadet corps once every three months and this briefing was designed to have members signed up in time for the new training cycle in April. Individuals seeking membership after the April close out date will be held over until the July 2 membership campaign.

AFX Pilots Visit FAA Academy

SIOUX FALLS, S.D.—Twenty-five South Dakota Wing Air Force Auxiliary (AFX) pilots attended flight safety training in February at the Federal Aviation Administration's Academy at Will Rogers Field, Oklahoma City, Okla.

The group was led by Col. Charles Doughty, former South Dakota Wing commander, who now directs the wing's AFX operations. This type of work has earned Colonel Doughty the CAP Distinguished Service award.

While touring the Academy, the pilots received safety and high altitude chamber training.

Ranger Training School Set for July

HARRISBURG, Pa.—Plans for the Annual Summer Ranger Survival School to be conducted July 11-19 have been announced, officials stated this week.

Three courses will be offered and include a basic survival training, advanced survival and special advanced courses. The training is open to all who are physically qualified. A \$5 registration fee will be charged those planning to enter.

Individuals must also provide their own food, clothing and shelter while undergoing the course.

Long Beach Squadron Adopts New Look

LONG BEACH, Calif.—California Wing's Long Beach Senior Air Rescue Squadron 150 is taking on a new look for the 70s as its members are engaged in remodeling and expanding its present headquarters to include additional training rooms, executive offices and a supply storage area.

The members of the squadron have been engaged in nearly all SARCAPs and REDCAPs since its organization late last year. Membership in the squadron is on the rise and those engaged in a recent recruiting drive hope to have more than 50 active members after the drive is over.

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EXAM-O-GRAM EXCERPTS

PRE-FLIGHT PLANNING FOR A VFR CROSS-COUNTRY FLIGHT

(Series 1)

Q. What is required of the pilot prior to the flight?

A. FAR, Part 91.5, states that "each pilot in command shall, before beginning a flight, familiarize himself with all available information concerning that flight. This information must include, for . . . a flight not in the vicinity of an airport, available weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which he has been advised by ATC."

Q. Why is this required?

A. Careful preflight planning, in addition to satisfying FAR, enables the pilot to make his flight with greater confidence, ease and safety. A review of fatal accident statistics for one year shows that as a "cause factor," inadequate flight planning was second only to "failure to maintain airspeed resulting in a stall."

Q. What are some suggested steps to be used in flight planning?

A. (a) Assemble materials which will be needed on the flight, such as current sectional charts, and other charts, for the route to be flown; the latest "Airman's Information Manual" (AIM), and plotter, computer, etc. Take along charts which adjoin those for the route of the flight. Thus you are prepared in case it becomes necessary to circumnavigate bad weather, or in case you inadvertently fly off the chart on which your course is drawn.

(b) On the sectional chart, draw course to be flown; study terrain; select appropriate check points; consider caution, restricted, and prohibited areas and Air Defense Identification Zones; study airport information, including en route airports that can be used in case of emergency; choose refueling stops; list frequencies of towers and navigational aids to be used and also Flight Service Stations reporting the weather.

(c) Review weather maps and forecasts, current weather reports, winds aloft forecasts, pilot weather reports, SIGMETs, AIRMETS, Notices to Airmen (NOTAMS), and other information. Although you can get weather information by telephone, it is strongly recommended that a personal visit be made to the nearest Weather Bureau, Flight Service Station, or other flight service facility.

A chapter on Flight Planning is contained in the FAA publication, *Private Pilot's Handbook of Aeronautical Knowledge*, including a summary of flight assistance services available.

Q. What further action is dictated by good operating practices?

A. File a flight plan! This is not required by FAR but is dictated by good operating practice. It is extremely unlikely that air traffic rules can ever be written so as to eliminate the need for GOOD JUDGMENT in the planning and conduct of every flight. Use reasonable restraint in exercising this prerogative when preflight planning indicates the existence of marginal conditions of any kind.

(Series 2)

Q. How may you obtain weather information for preflight planning?

A. Visit your local Weather Bureau (WB) airport station or your nearest FAA Flight Service Station (FSS), or other flight service facility for a thorough weather briefing. The latest weather maps, area forecasts, terminal forecasts, winds aloft reports, winds aloft forecasts, advisories, hourly sequence reports, and pilot reports will be available. If a visit is impractical, telephone calls are welcomed. When telephoning, identify yourself as a pilot; state your intended route, destination, intended time of takeoff, and approximate time enroute; and, advise if you intend to fly only VFR.

"FSS and Weather Bureau Telephone Numbers" section of the "Airman's Information Manual" (AIM) contains the location and telephone numbers of WB offices and FSS along with other pertinent information. Note the "restricted" telephone numbers listed for some WB stations on which only aviation weather information is given. Some WB stations have the Pilot's Automatic Telephone Weather Answering Service (PATWAS) which is a transcribed weather information service. For availability of weather information at various airports, check the Airport Directory, Airport/Facility Directory, or "FSS and Weather Bureau Telephone Numbers" section of AIM.

Q. What improvements have been made to provide more and better weather information for pilots?

A. Equipment is provided at selected Flight Service Stations by which weather and Notice to Airman data will be recorded on tapes and broadcast continuously over the low-frequency (200-400 KHz) navigational aid facility, or VORs and VORTACs.

(More EXAM-O-GRAM on Page 13)

Short Field Landing Skill Adds to Your Flying Fun

If you're avoiding certain locations because the runway is shorter than you feel qualified for, it indicates two things. First, you're a wise pilot who knows his limitations and abides by them and, second, you are missing out on one of the advantages of light plane flying and possibly a lot of fun.

So now you've decided to make use of some of those short strips that get you closer to the trout streams. Don't rush off like the two amateur bush pilots who did a beautiful job of putting their aeroclub bird down on a frozen lake southwest of Fairbanks four Novembers ago.

The soft powder snow made stopping easy but also was the prime reason they ended up in the trees at the far end of the lake on takeoff. They made the mistake of trying a short field without knowing all the facts.

Let's say you're convinced that you should upgrade your skill before you actually go into a short strip. Being smarter than our busted bush pilots, you'll want the facts. Get to know your airplane by referring to the owners manual. You may be surprised to find just what the bird can do—if it is flown according to the book. Study the charts and note the differences that gross weight, altitude, and temperature make in performance.

Even knowing the performance charts by heart isn't going to make the airplane fly that way. This takes practice, which is the next step. Do it on a long runway by visualizing part of it as a short strip and make every landing a short-field one. Practice with different flap configurations, gross weights, and over imaginary obstacles until you can put it on the spot each time.

Spiking it on the spot isn't an accepted short-field technique though, so make sure the

airplane is done flying when wheels touch down. Don't try for "grease jobs." They are fine for impressing passengers with your skill on long runways but they eat up runway and may put you in the trees like our Alaskan bird-busters. The ideal situation is when the plane stalls a few inches above the runway and drops on the spot. Dumping the flaps can do this but be very sure you are "inches above the ground" when you try it.

Once on the ground, flaps should be up since they create lift, keep the weight off the main gear where you want it, and do nothing to slow you down anyway. Keep back pressure on the elevators to force the weight onto the main gear to increase the effectiveness of the brakes.

Now to think about getting back out of the short strip you did so well on getting into. Unlike the case of the sorry sourdoughs, let's assume the takeoff is possible but will be close. The important thing is to get speed and lift as quickly as possible. Keep the airplane as light as possible, consult the owners manual, and follow the recommended procedures. They will vary with different airplanes but the basics are the same. Use the rudder for steering as soon as effective on the ground roll but once airborne don't increase drag by ruddering yourself into uncoordinated flight. Adjust backpressure to the best climb angle speed and hold it until over any obstacles. Then lower the nose to pick up the recommended climb speed. One more thing: Remember that level wings lift best and turns are going to decrease your rate of climb.

Oh yes! The troops on the frozen lake built a fire after dark, were spotted by a T-33 pilot who'd been searching for them, and were picked up unhurt by a helicopter from Eielson AFB.

PICNIC GROUND LANDING

It Was No Picnic At All

The following story of how a brand-new aero club aircraft was lost before delivery is so typical it bears repeating.

The club had bought a new plane from the factory and sent one of the selection committee to ferry it home. The pilot had a total of 238 hours with one hour in the aircraft he was to ferry.

He made his first mistake while filing for the second leg of his flight by filing through a cold front with low ceilings. He was not instrument rated and filed VFR on top, intending to check the weather and make a decision later.

Two hours out, VFR on top at 10,500 at night, he found his alternator failed. Somewhat lost by this time and being forced higher by the cloud tops, he asked assistance of FSS. By the time the center took control of him, he was at 14,000 feet with 2+30 fuel remaining.

Now that the airplane had compounded his first mistake, he made his second and told center that he was instrument qualified and could handle an instrument approach. In spite of turning off all unnecessary electrical equipment, the battery failed going through 7,000 feet,

taking the radio out with it.

Here his first bit of luck happened when he broke into the clear and saw a city. Unable to locate an airport, he decided to put it down in a flat area with floodlights on one side, which

turned out to be a picnic ground parking area.

He set up a tight pattern, slowed to near stall speed on final and prepared to land. Unfortunately the right wing tip hit a tree, yawing the aircraft slightly to the right. At about touchdown the right wing struck a light pole and sheared. The fortunate pilot suffered a bump on the forehead.

The accident investigation found the pilot had failed to maintain VFR, misled the center controller about his instrument qualifications, violated club rules on night flying, and was not qualified in the aircraft by club procedures. Materiel failure was a contributing cause along with lack of supervision by the club.

Besides the findings above, this accident proved again the old saying that a pilot is most dangerous between about 200 hours and 1,000 hours of flying time. He has learned enough to be a proficient flyer but hasn't had enough emergencies to keep him from being over-confident of his still-limited capabilities. (CPOST)

NOTICE To Seniors

The Officers Space and Missile Indoctrination Course dates have been changed from Aug. 17-21 to Aug. 11-12, 1970. Ten slots will be available for Civil Air Patrol. The course will cover Space only, with no Weapons section, because of an exercise on Aug. 19-21.

The Academic Instructor Course, Class 70-E, will be held from Aug. 10 through Sept. 11, 1970. Ten slots will be available for CAP.

The deadline for receipt of applications by National Headquarters for these courses is April 24, 1970, and selectees will be notified by May 1, 1970.

No slots will be available to CAP for the Reserve Officers Course this year. (CPOST)

(Condensed from
"Aerospace Safety,"
February 1970)

Aircraft Radio — Two Licenses Are Needed

Federal Communications Commission SS Bulletin 1002 specifies that both a radio station license and an operator license are required to operate an aircraft radio. The licensee of the radio station is responsible at all times for the proper operation of his station and the radio transmitter must be operated by or under direct supervision of a licensed radio operator.

Persons making application should refer first to Part 87 of the FCC rules governing Aviation Services. Buyers of both new and used aircraft have a 30-day interim authority to operate under the seller's station license if application for a regular aircraft radio station license is made at the time of the sale. Applications for new station licenses or modification of existing licenses are made on FCC Form 404 with a check or money order for the \$10 fee attached. FCC Form 405-B is used to renew station licenses without modification and the fee is \$4.00. Checks should be made payable to the Federal Communications Commission, Gettysburg, Pa. 17325. The fee will not be refunded even if the application is not granted. Persons who operate more than one aircraft may apply for a fleet license using a single FCC Form 404. In this case the "N" numbers of the

aircraft need not be listed but the total number of aircraft in the fleet must be given.

The operator license normally held by persons operating aircraft radios is the Restricted Radio-Telephone Operator Permit. No oral or written examination is required for this permit and it can be obtained by mailing a properly completed FCC Form 753 to the FCC at Gettysburg, Pa. The fee for the restricted permit is \$2.00. This permit does not authorize the holder to make transmitter adjustments that may affect the proper operation of the station. These can be made only by holders of first or second class radiotelegraph or radiotelephone licenses.

Application for all radio facilities aboard an aircraft should be made on a single Form 404 and the group or groups of frequencies desired should be indicated. Do not apply for both private and air carrier frequencies because private aircraft frequencies are not available to air carrier aircraft weighing more than 10,000 pounds. Aeronautical enroute frequencies may be authorized for use by aircraft radio stations provided that appropriate agreements are made between the applicant and the licensees of the aeronautical enroute

stations involved, and all required information is supplied in the application.

Public service frequencies below 30 MHz are used for communication with public coast stations for handling public correspondence. The applicant must include a statement that a continuous effective listening watch will be maintained on aviation safety frequencies while public service messages are being transmitted in order to permit interruption of public service communications to handle safety messages.

The 121.5 MHz frequency is a universal simplex clear channel for use by aircraft in distress or condition of emergency and will not be assigned to aircraft unless other frequencies are assigned and available for normal communication needs. The channel is available: 1. For emergency communications when circumstances beyond the control of the pilot prevent communications between the aircraft and ground stations on other regularly assigned channels; 2. For emergency direction finding purposes; 3. For establishing air-to-ground contact by aircraft in distress, emergency, or when lost; 4. In connection with search and rescue operations, to provide a common

channel for aircraft not equipped to transmit on 121.6 MHz. This includes communications between aircraft, and between aircraft and ground stations. Stations having the capability should change to 121.6 MHz as soon as practicable; 5. To provide a common frequency for survival communications and for survival radio beacons (Emission A2); 6. For air/ground communications between aircraft and ocean station vessels for safety purposes when service on other VHF channels is not available. Aircraft stations can make routine tests for maintenance purposes provided precautions are taken to avoid interference with any other station.

To improve aircraft safety communication, be sure to follow these precautions: 1. Be brief, transmit only essential messages; 2. Shorten or eliminate test calls while on the ramp or in flight; 3. Be sure the channel is clear before transmitting; 4. Tune your receiver to the correct receiving channel before transmitting; 5. Identify your aircraft properly when transmitting.

As a last item, all aircraft radio transmitting equipment must be of a type which has been "type accepted" by the Federal Communications Commission.

...FLYING NOTES...

The material on these two pages (pages 12 and 13), of interest to pilots, is supplied by the Directorate of Operations at CAP National Headquarters and is taken, in part, from FAA circulars and directives.

FAA Form to Be Used To Report Bird Strikes

FAA Advisory Circular No. 150/5200-2A advises that FAA Form 3830, "Bird Strike/Incident Report Form," is available for use in reporting bird hazards and accidents/incidents to aircraft resulting from bird strikes.

The form was prepared for use in gathering technical and repair cost data and vital statistics on accidents/incidents resulting from collisions between aircraft and various bird species. Data will be used to develop standards to cope with this expensive hazard to aircraft,

injury to personnel, and for habitat control methods on or adjacent to airports.

All segments of the aviation industry are urged to use this form and promptly report all bird strikes and accidents/incidents to the Federal Aviation Administration, Airports Service, Attention: AS-570, Washington, D.C. 20590.

Copies of Form 3830 are available, free of charge, from any FAA area office, General Aviation District Office, Flight Service Station, or Air Carrier District office.

West Virginia Members Win 'Exceptional' Awards

WILMINGTON, Del.—Five members of the West Virginia Wing of Civil Air Patrol recently received CAP Exceptional Service Awards for "professional skill and devotion to duty while engaged in a search and rescue operation."

All members of the Potomac Senior Squadron, they were Capt. Thomas W. Jackson, 1st Lt. Donald L. Skeets, 2nd Lt. Calvin W. Peck and 2nd Lt. Leonard Hoffman. They were cited at a meeting in February in New Castle, Del.

The group, members of the ground rescue unit, participated in a search last August under extremely hazardous weather conditions. They helped locate a downed aircraft near the Mount of Seneca.

Capt. Robert Gobel, West Virginia Wing commander, accepted the awards on behalf of the team from Col. William M. Patterson, Middle East Region commander.

The Potomac Squadron also received the Outstanding Unit Award for its achievements during the past year.

GEAR UP: DON'T BE TOO SURE

GEAR UP!

Would you believe that a U.S. Air Force senior pilot, with a commercial license, landed an aero club T-34 gear up at an Air Force base?

We are not trying to ridicule this pilot. Who knows who will be next? We pass this on just to jog your gray matter with the realization that it can happen, no matter how many hours you have or how many aeronautical ratings you possess.

Over the years we have managed to stack up quite a number of items each designed to prevent just such a happening. We have warning horns, indicators, lights, checklists, and the tower operator. And we have some procedures we are all familiar with but sometimes ignore. Like, when distracted, re-accomplish the before-landing checklist before turning final. Like pulling the throttle all the way back to check the warning horn. Like making a last check for lights or indicators on final. Like not making an assumption and replying to the controller's query with an automatic "gear down" or similar phraseology.

—Lt. Col. Thurman Lawrence Jr., Directorate of Aerospace Safety From "Aerospace Safety," February, 1970.

London Cadets Active

LONDON, Ky.—The London Composite Squadron's cadet color guard recently participated in a dedication ceremony of a new U.S. Post Office in nearby Corbin. Hon. Tim Lee Carter, U.S. Representative from the 5th Congressional District, delivered the dedication speech to a crowded forum and afterwards presented the colors to the CAP color guard.

EXAM-O-GRAM EXCERPTS

(Starts on Page 12)

Q. What further preflight weather planning should be done to obtain in-flight weather information?

A. From your charts and the appropriate section of the "Airman's Information Manual" (FSS and Weather Bureau Telephone Numbers), make a list of the Flight Service Stations along your route that broadcast the weather information. In addition to the scheduled broadcast, you may also contact them at any time for further information.

Q. What is recommended by good operating practices?

A. If the preflight weather briefing reveals questionable or marginal weather, use reasonable restraint in flying VFR. File a flight plan! Maintain a close check on the weather through your Flight Service Stations. Be sure to close your flight plan upon arrival.

(Series 3)

Q. What is the purpose in filing a VFR flight plan?

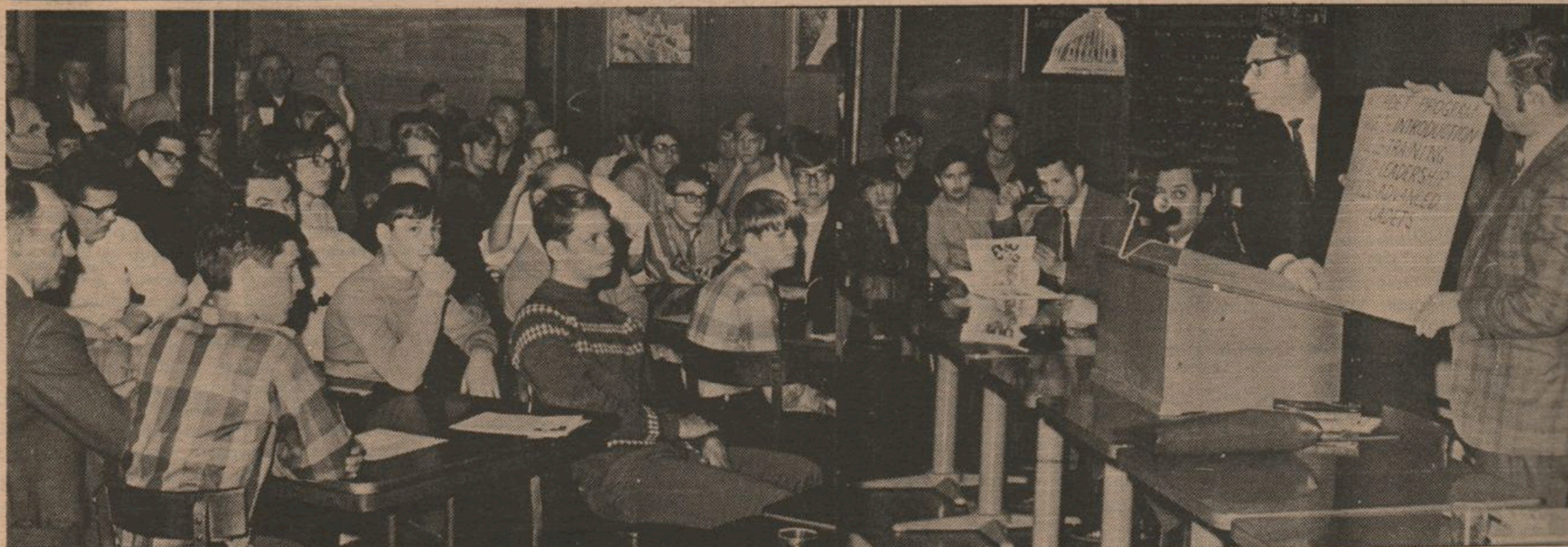
A. It is excellent insurance and costs nothing but a few minutes of your time. The information in your flight plan will be used in search and rescue operations in the event of an emergency, so make it accurate.

Q. How, when, and where should a VFR flight plan be filed?

A. Pilots are urged to file in person or by telephone to the nearest FSS prior to departure. Radio should be used for filing plans only when it is not practical to file in person or by telephone to avoid congestion on the already busy communications channels. When filing by telephone or radio, have all necessary information written down in the order it appears on a flight plan so that you will utilize the least amount of the controller's time and release the telephone circuit or radio frequency for someone else.

Q. What is recommended by good operating practices?

A. Except for the preflight action required in FAR 91.5 and filing an arrival or completion notice, the other procedures above come under good operating practices. Whether you file a flight plan or not, make regular position reports to FSS stations so that search and rescue action, if necessary, can be focused within the proper area. These FSS contacts will enable them to give you pertinent SIGMETS and AIRMETS, current altimeter settings, and upon request, they will provide complete information on weather conditions, status of airports, and nav aids. Monitor the scheduled broadcasts made by these stations.



AVID INTEREST IN CADET PROGRAM—Some 250 young people and their parents (left photo) brave bad weather in the Rockford area to attend the initial meeting of the new Rockford Composite Squadron of the Illinois Wing. Guest Speaker Maj. William Recktenwald of Chicago and Rockford Squadron Commander Bill Taylor, WROK-Radio newsman (right photo), use a chart to demonstrate educational opportunities offered to cadets in CAP's aerospace training program. (Photo courtesy of the Rockford Labor News)



UNIT CITED—For the second time in its history, the Augusta Squadron of the Virginia Wing receives a Unit Citation attached to the squadron colors by Lt. Col. Randolph C. Ritter (right), Group IV commander. Participating in the ceremony (from left) are C/Maj. Bruce L.

Hildreth, squadron cadet commander and Maj. Richard C. Niess, squadron commander. The unit earned the award for its services last August to the flood victims in Virginia. (Photo courtesy of Augusta Squadron information office)

Kansas State Offers Aviation Education

MAXWELL AFB, Ala.—A four-week summer aviation education course for teachers without aviation backgrounds who are scheduled to teach the subject in the 1970-71 school year has been announced by Wichita State University, Kansas.

Applications for the course which begins July 20 are now being accepted.

The educator who participates will receive five hours of dual flight instruction, ground schooling and learn about aviation history, basic aeronautics, the physiology of flight, navigation, teaching methods, classroom activities and resources.

Final examination for the course, which offers four hours of college credit, will be the Federal Aviation Administration private pilot and ground instructor written text.

Total cost of \$450 includes tuition, books, supplies,

materials, room, meals and the five hours of dual flight instruction. Those planning to attend must provide their own transportation.

Scholarships are available. For further information, write to Teachers' Aviation Course, P.O. Box 13054, Wichita, Kans. 67213.

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PARTICIPATE IN COMM TEST—South Dakota Civil Air Patrol, the United States Air Force and Air Force Reserve personnel become engaged in a communications test originated by the South Dakota Wing. Sending out instructions to a number of squadrons throughout the state (from left) are Maj.

Welton Hance, wing communications officer, Lt. Col. Harold K. Lindseth, deputy wing commander, TSgt. Richard Overholser, wing liaison NCO and Maj. Dallas Madland, Air Force Reserves, the wing Reserve coordinator. (Photo courtesy of the South Dakota Wing information office)

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Clear Squadron Wins CAP Unit Citation

CLEAR, Alaska—The Clear Senior Squadron of the Alaska Wing has won a CAP Unit Citation for outstanding achievements, exceptional service and high degree of performance within the national organization.

First Lt. Tom Lamb, squadron commander, received the award at a ceremony recently from Col. John R. Barnard, 13th Missile Warning Squadron commander, here.

The unit earned the award for its service from 1967 to the present during which its members participated in 45 search and rescue missions.

Clear Squadron pilots also flew 11 emergency air

evacuations and two support missions during this period. It was also credited with saving three lives and finding some 14 persons listed as missing by state officials while participating in missions to the far North Sagwon and Cape Romanzof on the Bering Sea.

It also provided air cover for rescue helicopters and fire patrol missions in support of the Bureau of Land Management.



CAP CITES ARMY FOR HELP—Maj. James L. Magness, Tipton Army Airfield commander at Fort George G. Meade, Md., displays a Civil Air Patrol plaque and certificate of appreciation he received for support to the Maryland Wing's Group VII personnel. The awards were presented to Major Magness by Col. Willard D. Gilbert, Maryland wing commander, at a ceremony during Group VII's First Awards Banquet. (US Army Photo by Sp5 Henry Bowman)



CAP BRIEFING—Col. L. H. McCormack Jr., (right), CAP-USA's Chief of Staff, briefs Sherman Brooks, U.S. Air Force Southern Command's educational specialist, on Civil Air Patrol's program during a recent visit in the Canal Zone. Colonel McCormack outlined the role CAP plays in times of national and local emergencies, its search and rescue capabilities and its aerospace education and youth motivation programs. The conference with USAFSO officials was one of the scheduled stops Colonel McCormack made in which he familiarized Air Force commanders on the CAP mission. (Air Force Photo by Sgt. Byron O. Gittens).

California, Nevada Sign SAR Pact

GOLETA, Calif.—Civil Air Patrol wings in California and Nevada have reached a "mutual aid" agreement for search and rescue activities in border areas.

California and Nevada wing commanders have prepared and signed a standard operating procedure (SOP) document which outlines the procedures to be followed by pilots and air crews engaged in the SAR operations.

The two-state agreement stipulates that search areas granted by the host state be clearly identified by sectional grids or latitude-longitude and ruled that it is the guest state's responsibility to coordinate all search activity in the assigned area.

When route searches are authorized, a definite line is to be established along the route of flight and aircraft leaving Nevada will stay to the north of the line and aircraft from California to the south. If the line is directly north and south, California will stay to the west and Nevada to the east.

When aircraft land in either state, personnel are required to conform to the rules of that wing. They must be current CAP members, and qualified emergency services personnel. Pilots requiring refueling are also required to sign the personal register and show necessary documents while all flight crews must register their aircraft and file the required paperwork for assignment on return to home base.

Maximum safety standards are also to be observed.

Cadets Win

WAYLAND, Maine—Cadet TSgt. Margaret Marx of Sudbury received a trophy and a \$200 Solo Flight Grant recently on being named Sudbury Cadet Squadron's Outstanding Cadet of the Year for 1969 while Cadet Holly Caulfield of Wayland won the Commander's Trophy for achievements.

Albany Works Dual Roles In Search and Rescue

ALBANY, Ga.—The Albany Squadron of the Georgia Wing worked in a dual capacity recently as it conducted a local search and rescue effectiveness test (SARTest) while demonstrating SAR mission techniques to members of Georgia's 99s Women's International Pilot Association and their husbands.

Five aircraft flew air missions and two radio-equipped mobile units were dispatched to the field as 32 senior and cadet members participated in the operation. Joining the CAP flyers in the air on sorties were two Air Force Auxiliary (AFX) pilots who piloted their own aircraft in the exercise. They were Dr. William Bays of Albany and Mrs. Bud Wright of Thomasville, Georgia 99s chairman.

Also flying air missions was Lt. Col. Betty McNabb, Southeast Region's information officer and 99s vice-president.

Lt. Col. Dorothy Gable, local squadron commander, was the mission commander and Maj. Bob Frank, Albany Squadron's deputy commander, was the operations officer.

Reservist Earns Air Force Commendation

FARMINGDALE, N.Y.—Air Force Reserve Maj. Jay Schleichkorn of Farmingdale has earned an Air Force Commendation Medal for his work with Civil Air Patrol over the past four years.

He was cited for demonstrating initiative, professionalism and versatility in the establishment of public relations and information procedures. He is the information officer of the Long Island Group of the New York Wing.

Outlook

by Chaplain (Col.) Clarence E. Hobgood

Discovering the North Star

What are our greatest concerns for the new decade, the '70's? Basically, they are these: That not enough people feel that they have won through to a basic standard of conduct, have found a philosophy of life on which to rely, have discovered a set of rules against which to measure their behavior and outlook.

One sees on every hand a development of individuality among people—a larger honoring of individual man, a breakthrough into demands



for more freedom, more initiative, and life opportunities. And indeed humanity well-nigh runs off the rails with enthusiasm for freedom of expression, sex, dress, drama, life style. That's one lively side of the coin.

But when we look for the governing rules, the measuring rod, the guiding North Star,

there we find uncertainty; or apathy; or a running off after strange gods. And so for some people it's a "gee whizz" civilization, when gullible folk accept almost anything as having validity, and news media feature the hedonism of the "beautiful people" and the half-baked philosophy of "crackpot" cultists as worthy of serious attention. There seems to be no limit to our sources of revelation!

A decade ago forecasters were preparing to call this the "golden age." In a sense they were right. Progress has been made. There has never before been, for instance, the rage for brotherhood that exists today. Never has there been such genuine concern for the uneducated, for the ethnic minorities, for the old, for the homeless, for the downtrodden.

At the same time, never has there been such violence and confusion. The crying needs, it would seem, are for standards of conducts, reasonable charts by which to steer our course.

How does one decide, for

example, whether teachers, nurses, police and firemen have a right to strike, whether experimental drugs and sex are justifiable, whether violent protest is ever acceptable, what price civil disobedience, what vocations are worthwhile, what wars are justified, and so on and on?

For starters, as guidance there could be a greater familiarity with the Ten Commandments; that is, does one march against wartime killing and violate Number Seven?

And if the country has the general feeling that we've actually lost the battle with the machine, perhaps it's because we don't see clearly enough beyond the materialistic smog to behold the enduring and harmony-producing spiritual laws, the worth of the Golden Rule, the joy of unselfish living.

And perhaps what is needed most of all is an awareness that there is the North Star. God's standards remain. We need to be reminded that we cannot break a spiritual law. We can only break ourselves.

Board Considers Senior Five-Phase Orientation

MAXWELL AFB, Ala.—A five-phase orientation course for new senior members of Civil Air Patrol has been recommended by CAP officials.

The proposed course would require approximately 20 weeks of time and could be completed on an individual basis or in regular classwork if the number of new members warranted. It was designed to meet both the needs of the Civil Air Patrol mission and the desires for training as expressed in a poll of senior members which the committee conducted.

The poll showed that the area of greatest interest to both pilot and non-pilot members was aviation training. Second was the emergency services mission—search and rescue, Civil Defense, and disaster response.

The first two phases would cover the history and background of CAP, its organization, structure, the uniform, military courtesy and usage as related to Civil Air Patrol. Under the recommendation of the committee, the CAP uniform would not be worn until these two phases of the course were completed.

The third phase of the indoctrination would cover functional areas of CAP and specialized work such as aviation, emergency services, cadet supervision, communications, or staff work. At this time the new member would choose or be assigned to one area for future activity.

The fourth phase of the course would be an aviation orientation for non-pilots. This would include two hours of flying time and six hours of ground school as background

study, not as work toward earning a pilot license.

The last phase of the course would cover all areas of emergency services in which CAP is engaged.

The committee also recommended that all pertinent

information needed by the new member be published in one volume which he could keep and use for reference.

The proposed orientation is but the first step in a plan to make the Civil Air Patrol senior member program more relevant to the organization's goals and more rewarding to the members. Future meetings of the committee will consider further refinements in the program.



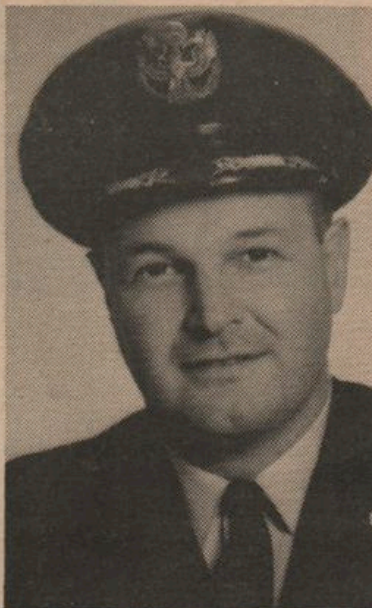
FOR the benefit of all members of the Civil Air Patrol, CAP News publishes the latest statistics of search and rescue activities throughout the organization.

These are unofficial figures compiled by the DCS/Operations at CAP's National Headquarters.

(As of Mar. 28)

Number of missions	80
Number of aircraft	1,479
Number of sorties	2,867
Flying Hours	5,074
Participating members	4,793
Mobile Radios	491
Fixed Stations	656
Lives Saved	9
Persons Evacuated	3
Persons Assisted	87
SAR Objectives Located	29

* These statistics do not include participation by Hawaii or Puerto Rico Wings.



SPECIAL ASSISTANT—Col. Richard T. Murphy, St. Paul, Minn., has been named a special assistant to the CAP National Commander. In this role, he will work closely with Brig. Gen. Richard N. Ellis, on programs and policy relating to CAP activities. Former commander of the North Central Region, Colonel Murphy is a veteran of more than 25 years service in CAP and president of the Murphy Trucking Company. Among his decorations are two CAP meritorious service awards, the Holman Aviation Achievement trophy and the CAP 20-year service ribbon.



EARHART AWARD WINNER—C/Capt. William Welch (right), receives an Earhart award from Col. Fred Wood (left), Indiana Wing executive officer and his father 1st Lt. William Welch, Kokomo Composite Squadron executive officer at ceremonies recently. (Photo courtesy of Kokomo Composite Squadron)

Doylestown Unit Members Graduate From Course

DOYLESTOWN, Pa.—Seven members of the Doylestown Squadron have completed a Bucks County Civil Defense course in Radiological Monitoring, including aerial monitoring.

The course, under the direction of Lt. Col. Charles R. Miltz, operations and training officer of Bucks County Council of Civil Defense, was given at the Bucks County Administration Building in Doylestown.

The instructor, Mr. George E. Wilcox, head of the Isotopi

Branch of Johnsville Naval Air Development Center, is an authority on nuclear research with emphasis on military use of fissionable materials.

The personnel of the Doylestown Squadron who received Civil Defense Certificates for the course are: CWO Charles VanHart, SM Michael Noble, Cadets Capt. Charles Gensler, S/Sgt. Theresa McCann, Airman First Class Cynthia McCann and Lynne Elville and Airman Michael Rutherford.

Iowa Wing, Squadrons Fly Search for Missing Plane

CEDAR RAPIDS, Iowa—Units of the Iowa Wing, commanded by Col. William B. Cass, were involved in a

AIRCRAFT FOR SALE

The following corporate aircraft has been approved for sale to interested buyers. Bids or inquiries for information relative to these aircraft should be submitted to the organization possessing the aircraft. Bid closure date as indicated.

PIPER-PA-18. Date of manufacture 1952. N231T. Condition serviceable; Total airframe time: 3,400 hours. Total engine time since last major overhaul, 846 hours; Minimum acceptable bid: \$2,250. CAP reserves the right to refuse any and all bids. Aircraft possessed by Oklahoma Wing Hq, CAP, P.O. Box 10659, Midwest City, Oklahoma 73110. Bid Closure Date: 31 May 1970.

WANTED—The Jacksonville Search and Rescue Composite Squadron, P.O. Box 3378, Jacksonville, Fla. 32206, needs a prop for an L-5 airplane. Will trade an L-5 main landing gear or a gas tank or will purchase if reasonable price. Please contact the Jacksonville SAR Squadron or Wayne Whelchel, 7862 Prayer Drive West, Jacksonville, Fla. 32217.

AIRCRAFT WANTED

Anyone selling L-5 Stinson aircraft, please notify the Illinois Wing Commander, Room 1936-A, 219 South Dearborn Street, Chicago, Illinois 60604.

SARCAP, shortly after a light plane with four people aboard crashed, Mar. 9, some 200 feet short of Newton Airport. The four Des Moines men, all returning home from a deep sea fishing trip in Florida, died in the accident which occurred in a blinding snow-storm.

After being notified that the Piper Cherokee airplane with four aboard was overdue landing at Dodge Field Airport, Des Moines, Colonel Cass placed the wing, Cedar Rapids, Ottumwa and Davenport Squadron personnel on stand-by alert.

The SARCAP began the next day and because heavy snows in the area grounded all aircraft, CAP land rescue teams were dispatched to Knoxville, where the plane was last seen.

Less than 24 hours after the search operations began, a snow removal crew found the aircraft and the bodies bringing to an end the Iowa Wing's SARCAP.



FRONT VIEW

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